



45. 1536.









FACTS VERSUS FICTION;  
OR,  
SIR WM. SYMONDS'  
PRINCIPLES OF NAVAL ARCHITECTURE  
VINDICATED  
BY A COMPILATION OF  
OFFICIAL AND OTHER DOCUMENTS;  
WITH  
INTRODUCTORY REMARKS.

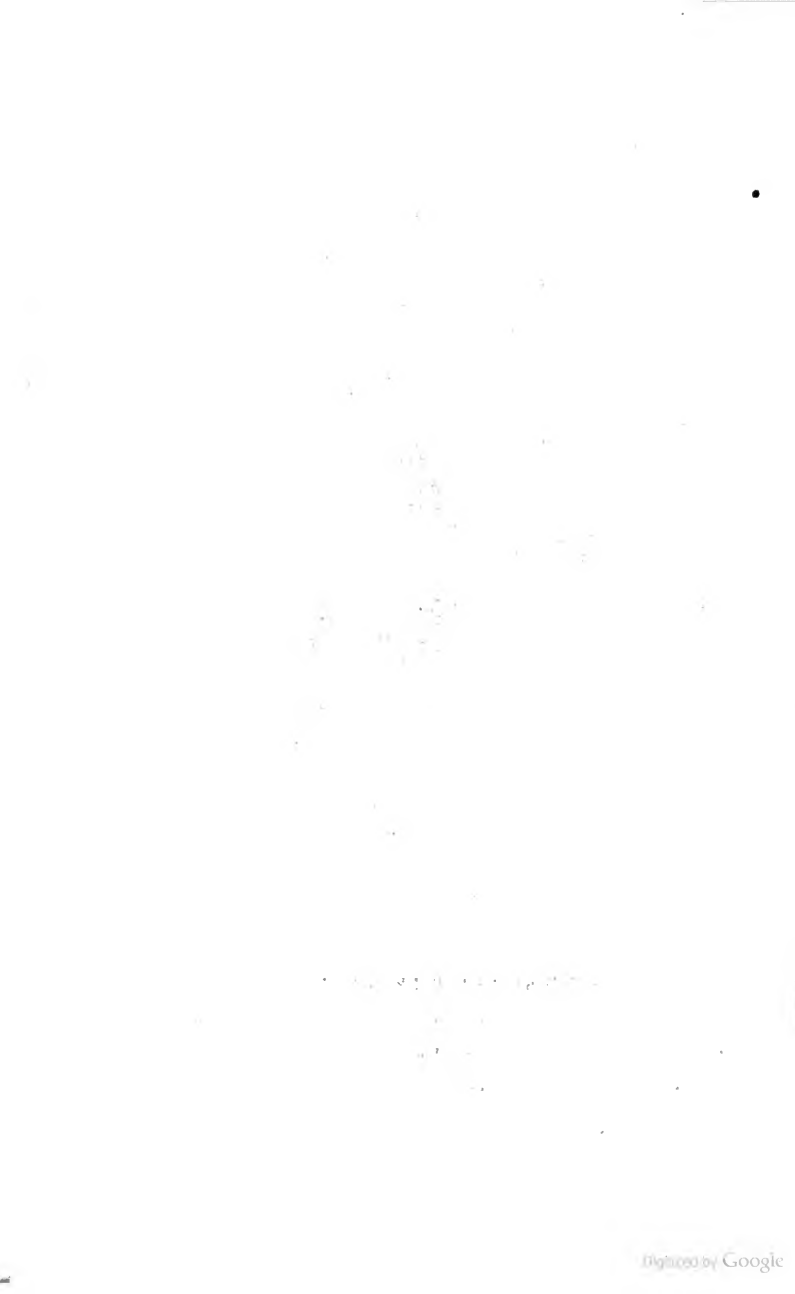
---

BY ONE WHO HAS SERVED.

---

LONDON:  
PARKER, FURNIVALL, AND PARKER,  
*MILITARY LIBRARY, WHITEHALL.*

M.DCCC.XLV.



# INDEX.

Ship's Names.	Page.	Ship's Names.	Page.
Acheron	- 155	Iris	- 230
Acorn	- 80—239	Lily	- 98—248
Albion	- 8—211	Locust	- 152
Alert	- 207		
Bittern	- 83	Pandora	- 110—204—295
Bonetta	- 107	Pantaloon	- 101
		Pilot	- 71—241
Carysfort	.. 50—226	Pique	- 25—190—225—284
Cleopatra	- 44—228—291		
Columbine	- 65—197—253	Queen	- 177—209—261
Cyclops	- 131		
Cygnat	- 119	Ranger	- 116—208
		Rapid	- 104
Daphne	- 53—254	Ringdove	- 89
Devastation	- 134	Rover	- 62—258
Dido	- 59—246—2 93		
Dolphin	- 113—250	Sappho	- 256
		Siren	- 247
Express	- 122	Snake	- 86—200
		Spartan	- 234
Fantome	- 74	Star	- 205
		Stromboli	- 252
Gorgon	- 125—201		
Grecian	- 77—237	Vanguard	- 10—184—213—263
Growler	- 140	Vernon	- 16—188—223—268
		Vixen	- 137
Harlequin	- 92—241		
Hecate	- 149	Wanderer	- 95—249
Hecla	- 143		
Helena	- 255		

## SHIPS NOT CONSTRUCTED BY SIR W. SYMONDS.

Actæon	-	-	- 171	Tyne	-	-	- 165
Electra	-	-	- 174	Volage	-	-	- 168
Rodney	-	-	- 159				

The first part of the paper is devoted to the study of the properties of the function  $f(x)$  defined by the equation  $f(x) = \int_0^x f(t) dt$ . It is shown that  $f(x)$  is a constant function, and its value is determined by the initial condition  $f(0) = 1$ . The proof is based on the fact that the derivative of  $f(x)$  is equal to  $f(x)$ , which implies that  $f(x)$  is an exponential function. Since  $f(0) = 1$ , it follows that  $f(x) = e^x$ .

In the second part of the paper, we consider the problem of finding the maximum value of the function  $f(x) = \int_0^x f(t) dt$  over the interval  $[0, 1]$ . It is shown that the maximum value is attained at  $x = 1$  and is equal to  $e - 1$ . This result is obtained by using the fact that  $f(x)$  is an increasing function on  $[0, 1]$ .

The third part of the paper is devoted to the study of the properties of the function  $f(x) = \int_0^x f(t) dt$  over the interval  $[0, \infty)$ . It is shown that  $f(x)$  is a constant function, and its value is determined by the initial condition  $f(0) = 1$ . The proof is based on the fact that the derivative of  $f(x)$  is equal to  $f(x)$ , which implies that  $f(x)$  is an exponential function. Since  $f(0) = 1$ , it follows that  $f(x) = e^x$ .

In the fourth part of the paper, we consider the problem of finding the maximum value of the function  $f(x) = \int_0^x f(t) dt$  over the interval  $[0, \infty)$ . It is shown that the maximum value is attained at  $x = 1$  and is equal to  $e - 1$ . This result is obtained by using the fact that  $f(x)$  is an increasing function on  $[0, \infty)$ .

The fifth part of the paper is devoted to the study of the properties of the function  $f(x) = \int_0^x f(t) dt$  over the interval  $[0, \infty)$ . It is shown that  $f(x)$  is a constant function, and its value is determined by the initial condition  $f(0) = 1$ . The proof is based on the fact that the derivative of  $f(x)$  is equal to  $f(x)$ , which implies that  $f(x)$  is an exponential function. Since  $f(0) = 1$ , it follows that  $f(x) = e^x$ .

In the sixth part of the paper, we consider the problem of finding the maximum value of the function  $f(x) = \int_0^x f(t) dt$  over the interval  $[0, \infty)$ . It is shown that the maximum value is attained at  $x = 1$  and is equal to  $e - 1$ . This result is obtained by using the fact that  $f(x)$  is an increasing function on  $[0, \infty)$ .

The seventh part of the paper is devoted to the study of the properties of the function  $f(x) = \int_0^x f(t) dt$  over the interval  $[0, \infty)$ . It is shown that  $f(x)$  is a constant function, and its value is determined by the initial condition  $f(0) = 1$ . The proof is based on the fact that the derivative of  $f(x)$  is equal to  $f(x)$ , which implies that  $f(x)$  is an exponential function. Since  $f(0) = 1$ , it follows that  $f(x) = e^x$ .

In the eighth part of the paper, we consider the problem of finding the maximum value of the function  $f(x) = \int_0^x f(t) dt$  over the interval  $[0, \infty)$ . It is shown that the maximum value is attained at  $x = 1$  and is equal to  $e - 1$ . This result is obtained by using the fact that  $f(x)$  is an increasing function on  $[0, \infty)$ .

October 14th, 1845.

WHILST these pages were passing through the press, the arrival of the Experimental Squadron, at Devonport, from their second trial cruise, has brought fresh evidence of the triumphant superiority of Sir W. Symonds's principles of construction, where that superiority was most denied, viz.: in line-of-battle ships. The *Queen* and *Albion*, which vessels have been most particularly decried by the clique, have proved to be superior to all the rest.

The following is an official letter from the Rear-Admiral commanding the Squadron, addressed to the Secretary of the Admiralty, and subsequently forwarded to the Surveyor of the Navy.

"Admiralty, Oct. 13, 1845.

"TO THE SURVEYOR OF THE NAVY.

"Sir—Herewith you will receive a copy of a letter from Rear-Admiral Sir Samuel Pym, dated the 10th inst., reporting the return of the Experimental Squadron of Line-of-Battle Ships to Plymouth, and the result of their trial.

"By command of their Lordships,

"H. CORRY.

"*St. Vincent*, in Plymouth Sound, Oct. 10, 1845.

"I have the honour to forward to you, for the information of my Lords Commissioners of the Admiralty, the diagrams of the trials of sailing of Her Majesty's Squadron under my command, and other documents mentioned in the enclosed schedule. In addition to which a good trial was commenced on the 1st inst., by the *Queen*, *Canopus*, *Albion*, and *Vanguard*, in chase of the *Daring*, under all plain sail, and part topmast and topgallant studding-sails, but the fog, which came on three hours after, prevented angles being taken to ascertain the exact result. The *Queen*, however, gained on her.

"You will be pleased to acquaint their lordships that we have had some splendid trials with as heavy a press of sail as could well be carried. One beginning with close-reefed topsails and reefed courses, topgallant-masts struck; the next under treble-reefed topsails, and another under double-reefed topsails; and all these against a heavy head sea.

"In the latter, on the 7th inst., the day after the heaviest gale, the *Rodney* beat the whole fleet.

"Nothing could be more easy in all the trials than the *Queen* and *Albion*, who never appeared to strain anything; indeed, all the squadron proved themselves such fine Ships as to be incapable of being distressed by press of sail, except the *St. Vincent*.

"Being perfectly satisfied with the result of the trials, that the *Queen* is the best ship, the *Albion* and *Rodney* next, *Canopus* and *Vanguard* much alike, *Trafalgar* weatherly but slow; *St. Vincent* leewardly and crank; and, as the weather appeared to set in fine, and not deeming that any further trial would benefit the Service, I therefore bore up on the 9th instant for this anchorage, which I reached with the squadron under my command, this day, at 7.15 p.m.

"I beg to remark, for their lordships' information, that all the Captains deserve the greatest credit for the seaman-like manner in which they made sail, blowing in the way it did, on the above-mentioned occasions.

"I have, &c.,

"S. PYM, Rear-Admiral.

"To the Right Hon. T. L. Corry, M.P."



## INTRODUCTION.

---

IN presenting the following sheets to the Public, I am fully aware of the arduous nature of the task which I have undertaken and of the deep importance of the subject on which I treat to the well-being and security of the British Empire. I am also aware that where neither my facts nor my arguments can be successfully impugned, my motives will be most likely assailed and misrepresented, as if Truth could be no longer Truth, because of the object of the party uttering it, whether that object were praiseworthy or otherwise. It is for this reason that I think it necessary to preface the official documents to which I purpose to give a wider circulation, with some preliminary observations.

It is a singular fact, but it is nevertheless a fact, that England, the first maritime power in the world, has been, until comparatively a recent period, behind every civilized nation in the construction of her ships. The best in the service were those which had been captured from other nations, or those which were built upon their lines, and so strong is the prejudice in favour of existing systems, so much jealousy is there of suggested improvements, however feasible, that during the French war, had naval victories depended altogether upon naval architecture, England could not have pointed with just national pride to the victories of the Nile, Trafalgar, and the hundred other contests in which the skill of our seamen was as conspicuous as the architecture of our ships was comparatively faulty. In fact, we were always successful at sea not because we had good ships, but in spite of having inferior ones. Content with its successes, the country was little disposed to believe that it built worse ships than those nations it was always defeating on the seas; and how long the ancient system might have continued it is impossible to surmise, had not Sir W. Symonds turned his attention to the subject, and found patrons sufficiently powerful and wealthy to give him opportunities of testing his principles of naval architecture, which were then viewed by government as theories that might be true, but which they

were not disposed to experiment upon at the expense of the public. That he did obtain such patrons has been a fortunate circumstance for the country, and perhaps, had he not been rewarded by the appointment which he now so ably fills, the calumnies of interested individuals would never have disturbed his repose, though the British Navy might reap the advantage of his principles of building ships of war confessedly superior to any hitherto constructed; and I would have been spared the necessity of exposing a combination to destroy the professional character of a man who stands in the way of the interested motives of those who are parties to it. For a series of years those parties have been casting aspersions upon the performances of the vessels of Sir W. Symonds's construction, and as that gallant officer never condescended to reply to the calumnies, palpable enough to those who understood the originating motive, they passed current with all who mistook earnest and acute design for well-meaning patriotism, and who had no means of reading *self, self, self*, in the anonymous slanderer in the columns of a newspaper. He declined to combat with those who preferred, to honourable and open opposition, that cover for all that is mean and base in principle, according to the understood rules of society, however applicable in a military campaign. "*An dolus aut virtus quis in hoste requirat.*" They were left to pursue their course unobstructed, until unrefuted calumnies began to wear the semblance of truth, and in spite of official documents which broadly gave the lie to the aspersors, the subject was at length mooted in the House of Commons. The importance that the truth should be more widely disseminated than it could possibly be in the shape of official documents, now became apparent, and though he has declined himself to interfere, it may be permitted to others, who are anxious that calumnies should not go unrefuted, but above all, that an excellent system should not be cried down, to take up the cudgels in his favor.—Hence the present publication.

If trials of Sir W. Symonds's ships are made, they are recklessly falsified—inferior vessels, beaten upon all points by those of his construction, are said to have proved themselves superior—suggestions of internal fittings made by captains who have sailed in those built by him, have been grasped at and published as faults,



while the unqualified praise of the same officers has been suppressed, until at length it becomes necessary that the slanders, if not the slanderers, should be exposed.

I do not mean to assert that Sir William Symonds' mode of construction is the perfection of ship building, or that possibly it may not be susceptible of some improvement—But hitherto, though various attempts have been made for that purpose by very clever people, none has been effected. When his *Pantaloön* had confirmed the reputation which his *Columbine* had established, Mr. White, of Cowes, a man of great celebrity in ship building, imagined that he could improve upon the *Pantaloön*, and build the *Water Witch*, adopting the same breadth and length. Nobody can affirm that he really did improve on the *Pantaloön*, for whenever they met, the latter when in trim had always the advantage of going to windward.

In the course of last year four more competitors started up, as architects of the new twelve-gun brigs—of all these, the *Daring* alone occasionally beat the *Flying Fish*, but as her principle was one which on account of its great draught of water cannot be generally adopted, no one can say that the *Daring* is an improvement.

It is an important fact that the constructors of the new brigs adopted, in a great measure, Sir William Symonds' principles of breadth and fine bottom. It is curious to contrast the breadth of these rivals, with that of the vessels which competed with the *Surveyor's* brigs in the year 1826, and to remark how much they have borrowed from him in this particular.

It has always been the wish of Sir W. Symonds to avail himself of every possible improvement in the construction of his ships, and this very anxiety on his part, has been made use of as a weapon to attack him. If upon trial of a vessel, he found that any alteration could advantageously be introduced, and adopted it accordingly, instead of being rewarded for the sacrifice of a self love, which every one feels for his first offspring, he only exposed himself to attack for having abandoned what his calumniators term the "intuitive system," meaning thereby, if they have any meaning at all, to cast ridicule upon practical knowledge, arrived at in actual service, as compared with a theory, which whether true or false, they have not hitherto brought to bear with any benefit to the country.

It may be permitted to me here to observe that those improvements, which Sir W. Symonds occasionally deemed it advisable to adopt, have never been a departure from his original plan, which has been by experience proved to be so vast an improvement on the former mode of building. He was fully impressed from practical experience as a seaman, that a broader midship section would essentially improve and give greater stability to ships of war, rendering ballast less necessary. There would be also, if this conjecture should prove correct, and he had seen small vessels built on this model proving by their sailing qualities, that so far the theory was confirmed by practice, the additional and indeed almost inappreciable advantage of increased speed, a speed which even heavier ordnance and additional stores will not destroy.

In building a vessel of war upon a new construction, it must happen almost of necessity, that although everything expected of her may be accomplished, yet there may be defects, comparatively unimportant, attached to the new plan, without at all detracting from its general merits, which nothing but experience can rectify. In the ships Sir W. Symonds has built, wherever he discovered an imperfection he immediately sought the remedy, and the result has been unmitigated censure from those who were interested that he should fail. He was instantly exposed to a most annoying system of persecution; every attempt at improvement was treated as an admission, on his part, that his whole system was fallacious.

He had for years to endure all this; he aimed at, and accomplished, a great improvement. He has been taunted and persecuted because he has not attained perfection; and this by parties, who had a direct personal interest in persuading the public of that which they do not believe themselves, that the ships built by him, are not superior in all the more essential qualities to any which have been hitherto constructed for the Royal Navy of England.

It is to be regretted that the repeated trials of his vessels and the testimony of their commanders, have not silenced their detractors, and rendered any exposition unnecessary; year after year, however, has passed away, and numerous trials of his vessels have been, and are continually being made, which have been unequivocal

cally favorable, and the reports of the commanders have been even beyond expectation satisfactory. Is his system of architecture vindicated? No such thing! Is it triumphant? On the contrary, it is now for the first time endangered, and its danger appears to be in exact proportion to its comparative excellence. The results of the trials are invariably falsified, and even the contests, where his vessels have beaten every vessel with which they have competed, are instanced as proofs that they are bad and inefficient.

But this is not enough, the parties to whom I have alluded, feeling that the reports of the naval officers who commanded in these trials would be damnatory to their calumnies, have not hesitated to libel high-minded and honorable gentlemen, bearing Her Majesty's Commission, and to assert with reckless assurance, that their reports to the Admiralty, official reports, in the execution of their professional duties, were all falsified, or colored by partiality; as if a number of British officers, could, every one of them, be influenced by any motives, to so far forget what was due to themselves, as officers and gentlemen, as to forward any statement to the Admiralty which they did not fully and conscientiously believe to be perfectly correct; or that the Lords of the Admiralty could be long hood-winked by a proceeding so utterly unworthy of men of honor and gentlemen. There can be no doubt that parties who could make such charges against the officers of the navy, would not hesitate to make the gross misrepresentations, of which they have been guilty, against the vessels of the navy.

The two things are quite consistent, an object is to be gained, and *per fas aut nefas*, they are resolved, if possible, to succeed. Perhaps however the discovery, that they cannot indulge with impunity in fabrication, that such fabrication may eventually recoil on themselves, may induce these parties, still consulting their own interests, to have more respect for facts than they have hitherto exhibited in their communications to that portion of the public press which they have been enabled to turn to their purposes.

From the increased plane of flotation given to vessels of his construction, Sir W. Symonds anticipated, and the result has fully proved the justice of the anticipation, that the following advantages would be obtained—speed, stability, strength, greater space and ac-

commodation for the crew, the power of carrying a heavier armament, as well as other advantages, and all this without adding to the expense of construction; on the contrary, with a positive economy. If only one of these objects were gained without detriment to the essential qualities of a man-of-war, he should have felt no small gratification, but knowing, as has been admitted by some of the most experienced officers in the service, that all of them have in a great measure been achieved, it is desirable to put an end to aspersions, which can have no other effect, if successful in their object, than that of benefitting those who issue them at the expense of the Naval service of the country. In order that nothing should rest in this matter merely upon assertion, I have procured the opinions of a vast number of officers as to the qualities of the ships built by himself, as well as others, from which it will be no longer difficult to form a correct opinion as to the value of the improvements, which at his suggestion, have been effected in the naval architecture of the country.

As regards speed, upwards of fifty vessels of various classes of his construction, have been already commissioned, and in every instance they have invariably beaten all others of the same class with which they have been placed in competition, and in some instances to such an extent as to excite the astonishment of those who witnessed their performances. Many of these vessels have been employed on the coast of Africa, and were conspicuous in capturing some of the fastest slavers infesting that quarter. This is an almost certain test of great rapidity of sailing, for it is well known that these slaving vessels are built expressly for speed, and in the light breezes, which generally prevail off the western coast of Africa, will escape from the generality of the cruisers employed in the suppression of their nefarious traffic.

It is well known that the French have, from a remote period, made the science of naval architecture a study, and however mortifying it might have been to our national vanity, it must be admitted, as has been already remarked, that they understood how to form ships of war far better than the English, who prided themselves on being the first maritime country in the world. Up to a very recent period, the ships taken from France during the wars, or

those constructed on their lines were the best in our service. In fact, we were forced to take French vessels as models of those of our own constructing, so little understood were the principles which ought to govern the science. This reproach is now however washed away—we are no longer the copyists of the French, we now as far exceed them in the construction, as we always exceeded them in the management of their vessels. Take the following as examples of this assertion :—

Writing from the Chinese seas, the captain of H.M.S. Iris makes a statement from which the following passage is extracted :—

“ I describe a trial of sailing with the French squadron I found at Singapore, consisting of the *Sirene* 52, *Sabine* 32, and *Victorieuse* 28. At a large dinner party at the Commodores, at which I was present, the decidedly expressed opinion was, that *La Courte Corvette* (*Iris*) might have a chance with the *Sabine* and *Victorieuse*, but nothing could sail with the *Sirene*.”

As the whole of the letter will be found in *extenso* in the following pages, it is sufficient here to state, that a trial took place, and at starting, the *Sirene* was three miles distant, and two points on the weather bow of the *Iris*, this was at 10 A.M. and at 3 P.M. the latter vessel had beaten the *Corvette* hull down, and the *Sirene*, which the French officers thought not to be equalled in speed, was one point abaft the *Iris*'s lee beam; nothing could more satisfactorily prove the great superiority of the *Iris*.

In like manner it will be seen by the following pages, that the *Harlequin* sailed, in about an hour, twice round a French ten-gun brig. The *Rover* beat a French *Corvette*, by eight days, in running from Rio to Valparasio. The *Acorn* sailed round and round a French twenty-gun brig. The *Cleopatra* was challenged to a trial of sailing by a French brig of war, and in a beat of three miles the French vessel was beaten one mile and a half, to the great disappointment of the French Admiral who was confident of success; and the *Ranger* beat the French brig of war, *L'Alcyone*, reported to be one of the fastest of their vessels.—Sir F. Collier's letter gives another instance in the *Vernon*'s decided superiority over a French squadron in the North Sea.

These surely may be considered sufficient proofs that the French no longer hold their superiority in building ships of war, and it may perhaps be inferred that as all of the foregoing vessels have been constructed by Sir W. Symonds, his system cannot have proved to be so entire a failure as some people would have the public to imagine. It would be difficult to find a similar list of vessels, built by other naval architects, which could thus beat some of the fastest vessels in the French navy, perhaps the only vessels which could pretend to such a competition would be those built after French models; and yet in the face of such facts all credit is denied him for making the smallest improvements, and the Government is attacked for allowing vessels to be laid down upon principles of construction decidedly superior to any hitherto known or acted upon in Great Britain.

Before entering further in details however, it may be as well, for the benefit of those who may have hitherto devoted no attention to the subject, to give a short sketch of the rise and progress of the improvements affected by Sir W. Symonds. It was impossible for me to obtain the requisite information to enable me to do this without some assistance. I have not the honour of being personally known to that gallant officer, but through the medium of a mutual friend I was placed in possession of much that is contained in the following pages; though for the great mass of the information and correspondence I am indebted to official documents and to the voluntary communications of commanders, who have sailed in ships of his construction, and who shared with myself in the indignation excited by a continuous effort to impress the public mind with the belief that the very best ships in the Royal Navy—there built by that gallant officer—were unfitted for active service.

This indignation has not been a little inflamed, nor the necessity for the present publication lessened, by the speeches in Parliament of certain gallant officers, depreciating the merits of the system of Sir W. Symonds, although those very officers had formerly written in almost unqualified praise of his ships, after having commanded them under various and oftentimes trying circumstances. I do not wish to bear hardly upon them. I seek not to attribute motives,—I give their letters—and if the sentiments therein expressed are strangely at variance with their parliamentary

effusions, the fault is not mine; let the public judge what value should be set on one or on the other, or whether value should be attached to either.

Sir W. Symonds soon after he first turned his attention to the science of naval architecture, bringing to the task his practical knowledge as a seaman, was much struck by the great stability of the Gibraltar, as compared with that of any other vessel in the Royal Navy. He became, after some consideration, convinced that a ship having her means of stability, but having also a fine bottom, would beat all the ships in the service on every point considered valuable in vessels of war. Some years elapsed, however, before he had an opportunity of testing the correctness of this idea, until he resided in Malta, when he was enabled, from a munificent bequest in the Will of the late Admiral, the Honourable William Cornwallis, to test the principles he contemplated in the construction of a Yacht called the "Nancy Dawson," in which he visited most of the interesting places in the Mediterranean. Her sailing qualities and capabilities as a sea-boat attracted the notice of Lord Vernon, and he soon became convinced of the soundness and solidity of that system of construction. The exertions of the noble Lord, to bring the Board of Admiralty, of that day into his views, was most strenuous. He felt it would be a benefit conferred upon the Empire if he succeeded, and with a spirit of disinterested patriotism, he at length offered to purchase the Columbine, then about to be laid down, if built upon the plan of Sir W. Symonds, should she, after a fair and sufficient trial, not prove to be successful.

Lord Vernon was ultimately enabled to carry his point; and Sir W. Symonds built the Columbine\* at Portsmouth Dock-yard, notwithstanding the factious opposition of the Dock-yard authorities and their creatures; and then commenced the illiberal cabal and persecuting intrigues of the School of Naval Architecture; every difficulty being thrown in his way; and here let me for one moment call attention to the performances of this beautiful vessel: Commander Henderson, in his report to the Admiralty of the sail-

\* His Lordship also took his own Yacht, the Transit, to pieces, and converted her into a reduced Columbine, calling her Harlequin.

ing qualites of the Columbine, makes a statement from which I may here extract the following passages.—The report will be found *in extenso* in the subsequent pages of this volume.

“On weighing from the Downs on the 2nd of September, 1834, at 5h. 15m. A.M. H.M.S. Thalia was seven miles directly to windward, and under sail before Columbine; that both vessels worked through the Channel the whole day under double-reefed topsails, setting and taking in top-gallant sails occasionally; and at 7h. 30m. P.M. we anchored under Dungeness, three miles to windward of Thalia, having beat her 10 miles out of 25. On the following day, under similar sail the vessels weighed together about a mile distant, working through the Channel as before; Thalia was lost sight of from the mast-head in 11 hours; and ever since that period Columbine has had the advantage over every ship of war she has yet sailed with, of from a mile, to a mile and a half an hour to the wind, except on one occasion only, beating between the Islands of Cerigo and Seroi with unsteady winds, when Childers, for three hours following crossed on opposite tacks about the same distance, or rather less to windward than she was at starting, viz. three cables' length; but this was a singular exception only, as the very first opportunity after of sailing with her in open sea room, off Malta, on the 7th August 1835, under the observation of the commander-in-chief, she beat Endymion, Sapphire, and Childers, at the rate of a mile and a mile an hour to the wind; and although Childers is the fastest vessel, excepting Vernon, she has sailed with, the advantage over her may be estimated at a mile an hour to the wind, and sparing top-gallant, and top-mast studding sails off the wind.

“On the first trial with Scout and Childers by the orders of the Commander-in-Chief, on the 5th November, 1834, our superiority over Scout was from a mile and a half to two miles, and over Childers a mile to the wind in moderate winds; and in strong winds, after Scout parted company, we spared Childers top-gallant sails, and weathered on her nearly half a mile an hour without them.

“On the 7th March, 1834, running with the wind abaft the beam in a considerable sea, under treble reefed topsails, double-reefed boom mainsail and fore topmast staysail, lowering maintop sail occasionally to keep on the Admiral's beam, from 8h. P.M. to 4h. A.M. of the 8th, spared Caledonia, Edinburgh, Revenge and Canopus, courses and jib, Thunderer and Portland hauling up and setting square mainsail, as necessary to keep station; and on the 9th, in working round the Island of St. George with Vernon and Portland, whilst making the last tack to weather the island, the fore-yard gave way in the slings, which compelled us to pass to leeward of it again. At 45 minutes past noon Vernon spoke us abreast of the Island, standing for Salaamis, carrying all sail; Portland was then hull down a head, steering for Salaamis, also, and, notwithstanding the want of our foresail, we came up and anchored at the same time with Portland, and only 15 minutes after Vernon,\* each vessel carrying all possible sail.

“At 6 A.M. 27th January, 1836, a French brig-of-war was discovered six or seven miles a head. At 7h. both vessels were under top-

---

\* The Vernon was also built by Sir W. Symonds.



mast and top-gallant studding sails. At 8h. Columbine was abreast of her. At 9h. both vessels came to the wind with light wind. At 10h. they were under royals and all sail; French brig half a mile on the lee quarter. At 5h. p.m. her royals were only to be seen from the deck on the same bearing, having left her immediately in the wind's eye 10 or 12 miles, without ever going more than  $3\frac{1}{2}$  knots during the day; she was a brig of 20 guns, and appeared a powerful vesse.

"On our passage to England we came up with, to the southward of Ushant, and passed, as if at anchor, the Scorpion and Eclipse packets, the first having sailed from Malta eight days before us, and although two days were lost at Gibraltar and Tangier, we arrived at Plymouth two days before them.

"I have also to state, that she is extremely easy in every description of sea; that she carries her sail with uncommon stability, being able to bear her lee ports open under double-reefed topsails and courses, going nine knots close hauled; steers and works well, and, on a recent occasion ran twenty minutes under all sail before the wind, going 11 knots, without veering the tenth part of a point, with the tiller untouched by the helmsman; and I would humbly, but safely, assert, that she is, of the many vessels I have been in, the easiest in a head sea, and the most correct in steerage, (insomuch that her reckoning has scarcely been out a mile since I have commanded her,) and that she accommodates her crew with great comfort, stows foreign stores and provisions for four months well; drawing about 13 feet 11 inches forward, and 15 aft."

One successful effort is rarely sufficient to convince the sceptical of the justice of a new theory. When Fulton succeeded in carrying his friends in the first experimental steam vessel to the place appointed for their holiday recreation, they were all willing enough to believe that they were there, but few indeed would believe in the possibility of returning by the same mode of conveyance. Thus Sir W. Symonds had established the validity of his theory by the performances of the Columbine, but there the matter might have rested had it not been for the enterprising spirit of His Grace the Duke of Portland, who, on his first introduction, requested reduced Lines on which to build a Yacht for his own use; His Grace also caused several small vessels to be built at his own expense, to give Sir William an opportunity of trying practical experiments. The result of those experiments was the model of the Pantaloon, which vessel was purchased by the Government, after her performances had been reported wonderfully successful. More recently, this same public spirited nobleman has offered to risk large sums of money on the successful issue of Sir William's principles of naval construction. If

further proof of the excellent qualities of the *Pantaloön* were requisite than the fact that she was purchased by Government, after satisfactory trials, such proof may be found in the report from Lieutenant S. Dacres to the Admiralty. That officer states that his

"Remarks are founded from two years experience, during which period we were chiefly employed in conveying the mail to and from Lisbon, and had good opportunities of trying her in all weathers, particularly in the gales of February, 1833, when her amazing weatherly qualities, under low sail and dryness lying-to, were most astonishing. She scuds admirably well, having come home from Lisbon in June, 1834, in as heavy a gale as the oldest seaman on board had ever witnessed; I believe the passage to be the shortest ever known. Whilst on that service I have had trials with many packets, none of which had any chance with the *Pantaloön*; we likewise beat the *Briton*, *Nimrod*, and *Orestes* on the Lisbon station.

"I have only to add that her accommodations on the lower deck for her men are capital, and that our sick list was uncommonly small, taking into consideration the constant exposure to wet weather."

The remaining obstacles to the adoption of Sir W. Symonds's system were such as usually beset the promoters of every improvement. They were finally overcome by the generous and persevering exertions of the Duke of Portland, Lord Vernon, and the confidence of Sir James Graham, Sir T. Hardy, and the then existing Board of Admiralty, who gave to Sir William the appointment which he now fills with such advantage to the country—that of Surveyor of the Navy.

Who, let me ask, is Sir William Symonds; this much decried and calumniated Surveyor of the Navy? Is he, as his opponents would willingly enduce the public to believe, a man of no mark or likelihood; or is he on the contrary, one who, by a long series of brilliant services to his country, had fairly earned the favourable notice of the Government, independently of his being absolutely the man of all others best qualified for his present high office? It is to be questioned whether the detractors of this gallant officer can exhibit escutcheons emblazoned with similar achievements.

Sir Wm. Symonds, if I am correctly informed, is the son of Capt. Thomas Symonds, R.N. and was born at Taunton, Somersetshire, in the year 1782. At the early age of 11 years he had the

misfortune to lose his parent. The naval spirit was, however, hereditary, and in 1794, when 12 years old, the young William Symonds entered the service at Torbay, as a midshipman on board the "London," and for 22 years was incessantly and actively employed in almost every description of craft, and in most parts of the world, and thus gained that knowledge and experience which have proved the foundation of his great constructive improvements. Whilst in the London, he shared in Lord Bridport's action off L'Orient, when 3 sail of the line, *Alexandre*, *Tigre* and *Formidable* were captured; was also present when the *Gloire* and *Gentille*, French frigates, and the *Jean Bart* (Corvette) were taken by Sir John Colpoy's squadron; and was afterwards employed in the blockade of Richerie, at Cadiz. The London also bore a conspicuous part in the transactions attending the munity at Spithead.

In 1797, Mr. Symonds was discharged into the *Cerberus* frigate of 32 guns, which, commanded by Capt. John Drew captured 2 large corvettes and several privateers, and after the melancholy death of her gallant Captain, under the command of Captain Macnamora, engaged 3 large Spanish frigates and 2 corvettes, off Cape Ortegal, disabling the men-of-war and burning the largest ship in their convoy. He subsequently served in the *Cambrian*, 40, one of the Channel and Western squadron, under Sir Edward Pellew, and was also engaged in supplying the Chouans, in Quiberon Bay, with arms and money, and in capturing several armed vessels from the enemy.

In 1800, he passed for a Lieutenant, and was sent to the *Endymion*, which convoyed a fleet of Indiamen from St. Helena to the Downs, Mr. Symonds taking charge of a ship worth £300,000, and carrying her safely to the river. He was subsequently appointed as Lieutenant to the *Belleisle*, 74, and the *Royal Sovereign*, 100; both ships were attached to the blockading squadron off Toulon, under the command of the immortal Nelson, and both bore a distinguished part in the crowning victory of Trafalgar, but Lieut. Symonds having in the interim been appointed 1st. Lieutenant of the *Inconstant*, 36, had the mortification of not being a personal sharer in that battle. As 1st. Lieut. of the *Scorpion*, 18 guns, Capt. Philip Carteret, he was most actively employed in the West

Indies following and blockading Jerome Buonaparte's squadron, destroying forts and vessels in the Spanish main, and on the Plymouth station capturing successively a considerable number of the most celebrated and mischievous French privateers in those seas of whom the Scorpion was the complete scourge. He then took the command of the Violet lugger, stationed at the Channel islands for the purpose of carrying dispatches between them and England and the squadron off Cherbourg; next as 1st. Lieut. of the Brilliant, 28, he went to Rio Janeiro, under Sir Sidney Smith and Admiral de Courcy, and subsequently was appointed to the San Domingo which was employed in the blockade of Flushing, under Admiral Sir Richard Strachan.

In 1811, he was appointed 1st Lieut. of the Pique, Hon. Capt. Anthony Maitland, in which he continued to the close of the war in 1816, actively employed in the Channel, at Lisbon, and in the West Indies; and which ship, during that period, captured, recaptured, and detained no less than 24 vessels of the enemies property. Thus triumphantly closed the warlike services of Sir W. Symonds afloat, the variety and nature of which speak for themselves. During the whole of this period of 22 years he had paid the utmost attention to the construction, advantages and defects of all the vessels with which he served, or which came under his notice, and it was from the practical observations which he then made that he drew the inference that the then existing system of construction was radically faulty, and that the remedy was to be found in the adoption of those principles which he has since introduced into the British Navy with so much credit to himself and with so much advantage to the country.

Peace, though it consigned the sword of Sir William Symonds to its sheath, did not impair the energy of his mind, or the activity of his services in behalf of his country, in another, though not widely different, and certainly not less useful, sphere of action. It was now that he sought to prove practically to the Admiralty and to the public, the truth of the theory which long-continued observation had confirmed. In 1819, he was appointed Magistrate for the Maltese Ports, Captain of the Port of Valetta, and Intendant of Marine Police, where he remained till 1825; whilst there,

he forwarded to the Admiralty a plan for shipping Cleopatra's Needle, and for saving the remains of the Athenienne, lost on the Esquerques. But what is of far more importance to the present purpose, it was here he built his famous yacht, *Nancy Dawson*, whose speed and capabilities surprised and astonished every one who saw her performances. Here, too, he brought the pirates, Delano and his crew, to trial, six of whom were hanged in the case of the *William and Helen*. In 1825, he was appointed to the *Royal George*, II. M. yacht, and commanded the *Calliope* tender, superintending the oyster fishery at Jersey. In this year he commenced building his celebrated *Columbine* sloop of war, to which he was (having been previously raised to the rank of commander) appointed in 1826, when he witnessed her triumphant superiority over every other ship in the experimental squadron. In 1827, he was posted; and in 1830, built for his Grace the Duke of Portland, the *Pantaloon*, which was victorious in the squadron of Sir Edward Codrington; and also received the thanks of the Admiralty for a Treatise on the Hydrography, or Navigation of the Adriatic.

It now became evident to the authorities that it was for the interest of the nation to secure the services of Sir William Symonds in the construction of our vessels of war, more especially as the complete inefficiency of the naval architects of the old school had now been made palpable. He was accordingly, in 1831, ordered to Woolwich, to construct various ships; and in 1832, as the just reward of his abilities, was appointed Surveyor of the Navy. In this capacity he has since continued his career of of usefulness; and, though envy, malice, and detraction have constantly assailed him on the part of those who resented the appointment of a naval officer as an intrusion on their self-constituted monopoly, the splendid list of ships which he has constructed will long prove to the world that a more judicious or satisfactory appointment was never made. To these monuments of his skill it is needless here to refer, but it would be unjust wholly to omit noticing his great personal exertions whilst holding this office, not only at the expense of his own trouble, but of his own purse also, to obtain the most accurate information on the state of foreign navies and timber, as well as of our own; and, indeed, to

provide for that superiority, in every minute detail, of the construction of our men-of-war, which it was his great object to give to them as a whole. With this view, he has successively visited the Baltic, St. Petersburg, Stockholm, Copenhagen, Brest, the Russian and Turkish establishments in the Bosphorus and Black Sea, Genoa, and the timber districts in the Appenines, whence he has introduced the acorns into our own royal forests, and into the woods of many English noblemen and gentlemen. He has also reported to the Admiralty on the state and capabilities of the Forest of Dean and the New Forest, suggesting many valuable improvements in these great home nurseries of our navy. He has been besides recently employed as one of the Commissioners to discover the most eligible situations between Portsmouth and the Thames for harbours of refuge; in which capacity he has reported in favour of Dungeness.

For upwards of fifty years, therefore, the life of Sir William Symonds has been one of incessant employment in behalf of the public. In 1837, he received the thanks of the Admiralty for the improvements which he had introduced into the Navy, and for the valuable qualities of the ships of his construction. Since then, successive improvements have justified the increased confidence which has on many occasions been testified by successive administrations; which, however differing from their predecessors in political opinions, have, much to their credit, all agreed that merit should be the sole criterion for such an employment. Undismayed by the accusations of his enemies he has replied to them only by producing vessel after vessel of the most faultless models; their misrepresentations he has left to time to refute—time, which never fails to bring justice in its train; and now, when their own mean, selfish, and ungenerous motives have been made apparent to the world, the crowning triumph of his genius is displayed in the magnificent assemblage of the men-of-war of his construction, the naval gems of that unequalled experimental squadron lately riding at Spithead, and which proceeded to sea in the presence of the Sovereign of the first maritime nation of the world.

With judgment matured, and energy unrelaxed by age, long may Sir William Symonds live to enjoy his triumph; and what

to such men is far more satisfactory, long may he continue his career of usefulness, cheered by the proud consciousness that he is not undeserving either of the approbation of the responsible ministers of his Sovereign, or of the generous and warm hearted praise so lavishly bestowed by his brethren of that profession to which he has devoted his life—the profession whose past glory he has aided to achieve with his sword; and whose future renown he has, perhaps, still more contributed to secure, by bringing to a perfection hitherto unknown, those mighty fabrics which in every clime, and on every sea, are destined to uphold and perpetuate the real power and just dominion of this great country.

Having thus briefly described the career of Sir William Symonds, it may not be altogether foreign from the purpose of this publication, to enquire into the origin and motives of the extraordinary and pertinacious hostility with which he has, for so many years, been assailed. The first and most prominent cause has doubtless been his eminent success. There have been few men of genius who have burst the conventional trammels of their art, who have not been persecuted in a similar manner. It is not necessary to refer to Galileo, to Harvey, or to other great discoverers, to illustrate this truth. But beyond and behind this, there are mean and personally selfish motives which have barbed, with the accumulated venom of years of disappointed malice, the arrows which have been of late so freely launched against the Surveyor of the Navy.

There will be doubtless many amongst our professional readers who remember the attention, which at the commencement of the present century, was bestowed upon the art of Naval Architecture, and the regret with which the avowal was almost nationally made, that the models of our ships were inferior to those of foreign, and especially of French construction. Commissioners of naval revision were appointed; and without going into lengthly details, it may be sufficient for present purposes to state that a School of Naval Architecture was established; the object of which was, to instruct our superior shipwrights in the scientific part of their profession; at the same time that our Dock-yards gave them the opportunity of combining that science with daily practice. This school was liberally endowed at the public expense. The youngest

students received incomes far exceeding those of old naval officers ; and dockyard appointments, equal in value, though under a humbler title to those of a junior flag officer were freely bestowed upon the senior students. A highly *theoretically* scientific man was placed at the head of the school, and for years and years this system was followed up; until not only the officers of the navy, who had long known the fact, but at length the public at large declared that though some alterations and perhaps some petty improvements had been effected by means of 'this school, yet the great object for which it was established was as far off as ever. Twenty-two years had effected no strikingly visible improvement in our naval construction ; and the decisive voice of patient experience pronounced the School of Naval Architecture to be a failure, and the expenditure of public money upon it to have been worse than useless. This school had, as a corporation, followed the dull beaten path of prescription, and the more daring spirits amongst them who would have departed from that path were curbed with the tight hand of authority, and made to feel how dangerous it was for the pupil to appear to be wiser than his instructors. It was in vain that naval officers who had the command of the vessels thus year after year turned out of our dock-yards, complained of their manifold deficiencies ; their complaints were resented as an attack upon the supremacy of that amphibious dock-yard authority of which the School of Naval Architecture was the incarnation ; a School which, in the fond expectation of most of those who belonged to it, was to found a dynasty doomed for centuries to wield a despotic sceptre over the construction of our armed marine.

Taught by their practical education that the then system of ship building was perfect, the members of the school devoted their mathematical and algebraical learning to working out problems, which should, on paper at least, hide their mistakes beneath the dignified mantle of science. If they were told by the united voice of a whole ship's crew that a vessel sailed badly, pitched heavily, and was deficient in weatherly qualities, the facts were immediately answered by a number of mathematical lines, duly marked *a, b, c, &c. &c.* and by a few algebraical calculations, in which the changes on *plus* and *minus* were rung, till the faculties of the majority of readers were confounded, to prove that it was utterly impossible that a ship built



on such lines could be unweatherly, could pitch heavily, or sail badly. Thus, not only wilfully shutting their eyes to, but boldly denying the facts, the accumulation of which nevertheless made a forcible impression upon the profession and the public, it is not to be wondered at that they rejected with scorn and indignation the various suggestions made from time to time by the naval officers who sailed these vessels, and whose experience and practical knowledge entitled them to the utmost attention. But, no! to admit a naval officer within the precincts of the Dockyard was, with them little short of blasphemy. Their monopoly was in danger, and once submit to this there would have been no saying where the innovation would end. Thus they brought forward their own theories to oppose facts; and when suggestions were made, those suggestions were sneered at as theoretical. It was in vain to tell them that he who governed and directed the whole fabric was really the practical man. Their narrow minds and interestedly limited vision could not embrace this truth, and because the captain of a man-of-war might not be able to handle the tools of a ship's carpenter, they sagaciously decided that his opinions, on the qualities and construction of a ship, were wholly worthless. The bricklayers declared themselves your only architects; and unfortunately for more than twenty years the shreds of science of which they had become possessed enabled them to clothe their fallacies in a vestment, which, to the uninitiated eye, gave them that respectable appearance, which—like hypocrisy to virtue—is the greatest homage that falsehood can pay to truth. The English are however essentially a practical people; and it did not require any argument to convince them that the alleged science which invariably failed to accomplish its avowed objects could in truth be no science at all. At this time, as if still more to overwhelm them, burst upon them the splendid vessels built by the Surveyor, previously to his appointment to that office. That the principles of construction developed in these vessels should have taken the public by storm is not surprising. Their superior merit it was impossible to deny; and when Sir James Graham appointed Sir W. Symonds, Surveyor of the Navy, the voice of the profession and the public at large gave full sanction to his choice. Endeavouring, however, to mix up party feeling with the question, the clique of the School of Naval Architecture were indiscreet enough to attack the appointment, and to bring

their complaint before Parliament, which drew on their heads the merited rebuke they received from Sir James Graham in his two-fold statement, that not one of the parties, so complaining, was fitted for the office of Surveyor of the Navy; and in his own memorable words, "*I am advised* and firmly persuaded that Capt: Symonds is more competent to fill that office than any other gentleman I could possibly select." The result of the debate, which they thus provoked, was the ultimate abolition of the School of Naval Architecture as useless and inexpedient: but all the members of that School were with great generosity liberally provided for by employment in the public service, under that very Surveyor whom they have ever since labored grossly to calumniate. It must be observed, however, in speaking of the members of this School as the party opposed to Sir W. Symonds, I speak not of them as a body; for on the contrary, as I shall presently show, there are many honorable exceptions; but I speak of the clique, whom, if I chose, I could individually name, who assume to themselves to represent that School, and who have, through various publications, impressed this misrepresentation on the public mind, though in reality they only consist of a small knot of interested and disappointed men. Stung by the open rebuke they thus received in parliament, these parties next resorted to the press to detail their alleged grievances, and to misrepresent and detract from every effort of the Surveyor to improve the condition of our marine. As a matter of principle, they contended that no naval officer should ever be appointed to such a situation; complained as a hardship that their own superior merits should be overlooked; asserted that the Surveyor's principles of construction were nought, and inconsistently enough in the same breath asserted that they were previously aware of the same principles, forgetting that they thus condemned themselves in not having hitherto reduced those principles to practice.

It is needless now to expose the futility of the arguments thus made use of; few who took an interest in the subject, can forget the unanswerable manner in which their assertions were answered, and their pretensions ridiculed at the time by Capt. Marryatt. That a Captain in the Navy is competent to fulfil the duties of Surveyor no one will now deny; and the principles introduced by

Sir W. Symonds have not only been established by his own vessels, but have actually, been, to great extent pirated by the members of the very clique when an opportunity has been afforded them ; their vessels having exactly more or less merit as they approached nearer to, or departed from, the surveyor's lines. To the members of this clique, indeed, every chance of disproving their inferiority has been given, not only during the supremacy of their school, but since its abolition. And what has been the result ? Let any unprejudiced person consult the accounts of the sailing of the *Actæon*, *Volage*, *Orestes*, *Comus*, *Electra*, *Larne*, *Fly*, *Rose*, &c. and compare them with the official returns of the Surveyor's ships, and then say whether there can be the slightest doubt as to the great superiority of the latter over those I have named, and of which the paternity belongs to this self-praised school.

In reference to stability alone (which the clique, in their publications, have perhaps not unjustly declared to be the most essential feature of construction)—compare the inclination of the *Volage* under close reefed top-sails and courses, 18 to 20 degrees, with the 7 to 9 degrees of the *Carysfort* under the same sail ; or indeed take any essential point and it will equally be found that every one of the Surveyor's ships has beaten all the ships of the School of Naval Architecture, be the point what it may. And coming to more recent times when the united efforts of Messrs. Chatfield, Reid & Creuze were devoted to the construction of the *Espiegle* ; (in laying down whose lines by the by, they adopted the most striking of the improvements of Sir W. Symonds, and abandoned the greatest part of their own heresy) ; it was still found that the *Flying Fish*, of the Surveyor, beat her ; and consequently, that the constructive principles which he had laid down were impregnable. I have pointed out the origin of the party made against Sir W. Symonds, now thirteen years ago, and from their own allegations it will appear how much personal mortification has instigated personal hostility. From that period to the present that hostility has not only been unmitigated but increased ; each successive triumph of the Surveyor has added to its intensity ; and I regret to say, that neither the limits of truth, decency, nor gentlemanlike feeling have restrained its outbreak. The actions of every public man are open to fair criticism, and of that criticism he has no right to

complain ; but when day after day, for years and years successively, the most deliberate and wilful falsehoods are unblushingly published, and even motives derogatory to the character, I will not say of an officer and a gentleman merely, but of a man possessing the slightest spark of common honesty, are attributed by jealous subordinates to their patient superior ; when every fresh triumph of naval skill only brings down a storm of personal abuse on the head of him who is thus winning the gratitude of his country ; it is time for some connected with the naval profession to speak out, nor suffer longer the obscurity of the slanderers to shelter them from the merited contempt which slanders so mean, so base, and so malignant, must inevitably bring upon their devoted heads.

It is possible that the friends of justice have been too long silent ; Sir W. Symonds has himself treated these men with dignified contempt ; answering their accusations only by producing, successively, a series of the finest vessels of every class that ever sailed the ocean ; but they, on the other hand, exasperated more and more by their continued failures, and influencing a small portion of the press through certain obscure and recondite channels, have made use of that influence in every possible way to gratify their own malignant feelings, and have doubtless, by the force of repeated and long continued misrepresentation, induced some really honorable men, unacquainted with the facts of the case, to take a part for a moment which further knowledge will induce them to regret they should ever have adopted. The falsehood of their representations, the official documents now published will fully prove ; their personal malignancy stands recorded in many a newspaper paragraph ; the record of their defeat, the proof of their professional incapacity is to be found in every ship built by the Surveyor in defiance of their principle of construction ; and the cause of their animosity may readily be traced to the conceit which led them to treat with scorn the gallant officers of the Navy, and the consequent mortification with which they have found themselves reduced by government to their true position, whether by birth, education, or ability, viz. that of superior mechanics in our Dockyards, reluctantly obeying orders which they would willingly give, and compelled to superintend the execution of those noble vessels which

are the all but living monuments of their own incompetency, and of Sir W. Symonds well assured triumph.

I do not consider it at all necessary to enter into details as to the relative superiority in the construction of Sir W. Symonds's ships over those of other constructors; that superiority has been sufficiently shown by the results to which it is now my object to invite attention, by publishing the official and other reports detailing them. The assertions, so freely made by the detractors of the Surveyor, that his principles of construction are diametrically opposed to sound science, have been shown to be false, by the excellence of his ships. He has been taunted that his vessels are the results of "Heavenly inspiration," but they fully prove that successful practice can alone demonstrate true science, whilst unsuccessful science is, indeed, mere theory. The practice of Sir W. Symonds in naval construction, agrees fully with the theory of Chapman. Mr. Allan, formerly of Portsmouth Dock-yard, and a member of the Naval School of Architecture, says that "the form adopted by Captain Symonds, is precisely that which Chapman shews to be the very best to produce a perfect vessel, and that the reasons he assigns why this form should not be given, do not apply to ships of war; if, therefore, Captain Symonds be condemned by the self-elected tribunal which has sat in judgment on him, he may have the satisfaction of knowing that he has sentence passed on him in good company." That gentleman also says that "the peculiarity of Capt. Symonds's method consists in giving a very rising floor, (as much as is consistent with the requisite capacity for the stowage of the ship) and great breadth and fulness, at and about the load-water line; by which form he purposes to obtain great stability, with the power of very much reducing the quantity of ballast hitherto deemed indispensable. We shall see, by referring to page 79 of Dr. Inman's translation of Chapman, what are the means recommended by him to attain the ends here proposed; he says,

"To give to a ship the property of sailing and beating to windward, it is necessary to give it great *breadth*, in proportion to its *length*, to fill it *much* towards the load-water line, curtailing it in the bottom."

"Here we have as perfect a description of Capt. Symonds peculiar midship section as words alone, without a drawing, can give,

viz. great breadth in proportion to length, and to be filled much towards the water-line, curtailing it in the bottom. The object to be obtained by giving this form to a ship is, that she may sail and beat well to windward; without which property no ship could be called an efficient man-of-war. The continuation of the above quotation is

“Such a ship would require a numerous crew, because of the largeness of the sails and the weight of the anchors.”

“It will be right to observe here, and to bear in mind throughout, the whole of the following observations, that as the author is writing on the construction of a merchant ship the great object of his aim is to obtain good sailing qualities as *secondary* considerations, the *primary* ones being the power of carrying a large cargo with as small a crew as safety will permit. In a ship of war, on the contrary, the service of the guns demanding a crew so numerous that each watch necessarily out-numbers the whole complement of a mercantile ship of equal capacity; the objection, “that such a ship would require a numerous crew, &c.” is totally inapplicable to the case under consideration; and since the weight of every article entering into the fabric and equipment of a ship of each class is now accurately known and the total necessary displacement consequently ascertained, within a very few tons, the “large cargo” which makes so prominent a figure in Chapman’s disquisition, sinks into comparative insignificance, and leaves us unrestricted by its importance.”

“Another extract from the same page is as follows:

“If it be required to navigate a ship with few men, it should have *little* breadth in proportion to its *length*. It would also be enabled to carry a great lading in proportion to its equipment of men, by giving it great fulness in its bottom; but such a ship would *sail badly close to the wind*, and would come about with difficulty in a hollow sea.”

“Now, as a great lading in proportion to its equipment of men is not required in a man-of-war, and a small crew (however desirable from economy) is unattainable from the necessary armament, I must confess myself at a loss to account for that support given to the “little breadth and great fulness of bottom” system in the face

Chapman's acknowledgement, that such ships would sail badly close to the wind, and work with difficulty in a hollow sea."

"By reference to page 24, we find he thus concludes a mathematical investigation,

"That as it is proper to give to a ship all the stability it is possible, it is right to enlarge it near the load-water line, so as to raise the centre of gravity of displacement. This is a thing to be attended to, principally in ships which have great weights in their upper works."

"This applies forcibly and conclusively to vessels of war, whose guns cannot be otherwise considered than as 'great weights in the upper works.' On the important object which Capt. Symonds has attempted to attain, the considerable reduction of ballast, we will allow Chapman again to speak for himself. At page 80 he says,

"To enable a ship to sail with a small quantity of ballast, it is necessary to fill the body between wind and water; but a ship of this description would require a considerable quantity of sail, which would render it necessary to have a great number of men."

"He here gives the means of obtaining the end, and states the only objection to their application; this objection we have seen already does not prevent the filling of ships of war between wind and water to the fullest extent that other important considerations may justify, and, consequently the great diminution of ballast.

"Professor Inman, in a note to his translation, page 242, in which he has given the correct investigation of an expression from which Chapman had omitted an important term, arrives at the following conclusion:—

"We see how greatly the stability of a ship is increased by filling it between wind and water, and how little in proportion it is altered by a partial displacement of the loading and ballast. This is what Chapman observes, and hence it is, that he recommends the construction of ships of the line with rising floors."

"In practical illustration of this mathematical deduction Dr. Inman has given the results of calculations made by himself on two 74-gun ships, of very nearly the same principal dimensions and displacements; the one having rising floors, the other flat ones; the first being more filled about the water-line than the second; these results shew an excess of stability in the first ship

of about one-sixteenth, and thus prove how desirable it is that all ships which require great stability should be so formed."

"It would be tedious to multiply quotations from this work, numbers of which might be cited in favor of Capt. Symonds's principles. I shall bring forward but one more, leaving it to those who may feel inclined to investigate the same source for conviction, assuring them, there is ample ground yet untouched on by me. In his chapter on the proportions for privateers,—a class of vessels which Chapman considers should partake of the properties both of merchantmen and ships of war ; he says,

"We are restrained from carrying these proportions (of breadth to length) as far as might be wished, but we must be content with less than the greatest perfection in the property of sailing well, since the cost of the ship, with the pay and subsistence of the men, which amount to a great sum, would exceed the advantages gained."

"These considerations may be sufficient to deter private adventurers from 'carrying these proportions as far as might be wished ;' but we, as the first maritime nation of Europe, should not be content with 'less than the greatest perfection,' when attainable, even if at the expense of a little extra cost. It has, however, been incontrovertibly proved, that the expense of building Captain Symonds's ships is considerably less than those of the same class hitherto built: our best thanks are therefore due to him for the great stride the science of naval architecture has made under his auspices."

"In the work recently printed with such unexampled munificence for gratuitous distribution, by Capt. H. Beaufoy, containing the results of experiments, conducted by his late father, with astonishing care and precision, through a period of thirty-six years of his valuable life, I find the following passage, which I cannot forbear extracting, containing the strongest experimental evidence that could be wished for; that the form of Capt. Symonds's ships is such as to give them the *least* possible *direct* resistance, and at the same time the greatest opposition to lee-way.

"The bottom of a floating solid should be made *triangular*, as in that case it will meet with the *least* resistance when moving in the direction of its longest axis, and with the *greatest* resistance when moving with its broadside foremost."



No comment of mine could add force to the application of this quotation ; I shall therefore leave it to speak for itself.

These are the remarks of one of the members of the Naval School of Architecture, a gentleman both scientifically and practically versed in ship building ; and they fully prove that the system of construction pursued by Sir William Symonds is practically that recommended in the book selected as the text-book of the Naval College, translated by Dr. Inman, the head of that Establishment, viz. the *Architectura Navalis Mercatoria*. I will now quote the opinion of another gentleman, formerly of the Naval School, who it will be seen also states, that the

“ New forms of ships by Sir W. Symonds. are most decidedly improvements on the old ones heretofore produced in England.”

This gentleman, Mr. Major, late foreman of Chatham Dock-yard, in reference to the erroneous statements propagated, that ship builders, scientifically educated, have all condemned the surveyors' plans ; says,

“ It is true that a few industrious writers *somewhat* acquainted with the mathematical principles of ship building, have circulated that there is a total want of knowledge of naval architecture displayed in the new plans of ships ; but on the other side it may be confidently asserted that those who are *best* acquainted with the principles of ship building, deduced from the physico-mathematical sciences, and from observations of ships, readily admit that the new forms of ships are most decided improvements on the old ones heretofore produced in England.”

“ Fast sailing is the great desideratum in the British Navy, and the new plans are of that description of form pointed out for that purpose, by approved scientific writers. The reports, also, of the qualifications of the new ships at sea, concur in shewing that the ideas of the Surveyor of the Navy, in adopting his present forms, were not ill-grounded. There is no reasoning against facts, and that the new plans produce most splendid ships all naval men avow, who have seen their performances at sea.”

“ The distinguishing characteristic of Capt. Symonds's plans for ships is, increase of principal dimensions, particularly of the breadth. That the augmentation of ships of war is a principle which is conducive to superior qualities, no one can deny, who is

at all acquainted with the common historical progress of ship building, putting out of the question a minute analytical acquaintance with ships. With regard to the proportional breadth, although Capt. Symonds has increased it considerably, it may be adduced in vindication of the justice of his ideas, that he has not enlarged it so much as an approved writer in the "Papers of Naval Architecture" recommended, Vol. IV. page 59; a work which was conducted by Messrs. Morgan and Creuze, of the School of Naval Architecture. Nor does the breadth now adopted exceed the proportional breadth of the Gibraltar, a man of war exceedingly well spoken of by many eminent naval officers."

"The writers against Capt. Symonds, who regard only his minor disagreements with theory, bring to my mind a class of persons, who, if they were describing the sun, would dwell principally on the dark spots on its face, and would thus give us to infer that the qualities of obscurity and opacity belonged to that orb, instead of its characteristic splendour and glorious brilliancy. There is no writer on naval architecture, in England, who has not committed errors in his disquisitions; and some of considerable attainments in the mathematical principles of this art have proposed the most foolish plans for building and equipping ships. The philosopher, or lover of truth, ought to rejoice at every improvement, let it come from whatever quarter it may; in an art like that of ship building, which has not yet been wholly reduced to certain principles, perfection is not to be expected; but we should give our plaudit for every approximation that is made to it."

"As the progress of ship building may suffer from the injudicious writings of some of its professors, against the decidedly improved plans of Capt. Symonds, such men should seriously consider the course they are taking; and I hope that the unjust or splemetic effusions of a few, will not be taken as the sober dictates of an useful body of men."

The views I have here given of the principles of improvement in Naval Architecture, accord with what I published on this subject eleven years ago,—I have since advocated them through evil and through good report! and I am prepared, after mature consideration, to maintain them!

While a section of the School of Naval Architecture have been studiously endeavouring to decry the system of ship building pursued by Sir W. Symonds, it is gratifying to find that another portion of the same school, with equal knowledge and greater liberality, approve of that system, and shew that it is actually in accordance with that propounded in the text book of the school. In the midst of these conflicting statements and opinions respecting the merits of the Surveyor's new forms of ships, the public can only arrive at a proper estimate of the value of either opinion by the manner in which the ships themselves behave at sea, and how far that behaviour corresponds with the faults alleged against them on the one hand, or with the merits attributed to them on the other. It is with the view that the truth on this subject may be fully known, and that the falsehoods which have been so long and so industriously circulated, may be fully exposed, that I now give publicity to the following official and other letters from the officers who have sailed in the ships constructed by Sir W. Symonds, and who certainly are the most competent persons to judge of their merits or demerits. They will prove, beyond controversy, that all the advantages contemplated by that gallant officer from the adoption of his principles have been realised. By what test is this assertion to be tried? I will shrink from none, and in order that there may be no doubt upon the subject I will prove *seriatim*, that in each of the grand requisites set forth by the opponents of Sir W. Symonds, in their carefully prepared pamphlet, entitled "An Apology for English Ship Builders," and, to which they still adhere as their text book; the ships of the Surveyor are infinitely superior to those of other constructors. These requisites are in their own words "VELOCITY, STABILITY, STOWAGE, STRENGTH, EASY EVOLUTIONS, and ECONOMY."

*First as to VELOCITY.* I have already shown that on this point the ships of the Surveyor's construction are superior to those of the French, to whom we were formerly indebted for our best models. I may also add that they have been proved to be superior to the Americans; and point to the cases adverted to in the following pages, of H.M.S. Pique and the United States Frigate, Independence; H.M.S. Harlequin and the American Frigate, United States; H.M.S. Daphne and the American corvette, Prebles; the

Daphne quickly leaving her out of sight, dead to leeward, she being considered one of the fastest ships in the American navy.

It will be found that nearly every one of the following letters bear testimony also to the superior sailing qualities of Sir W. Symonds's ships over those of other constructors. But what is most extraordinary, and speaks volumes for the excellence of his ships, is, that, it is not merely one, or two, or half-a-dozen of them that have proved themselves to have the advantage in speed over the ships of previous construction, but that *every one* of them, however they may vary in their relative speed when tested against each other, has invariably shewn its superiority over every competitor of the old class.

I think that this fact alone must convince every unprejudiced person that the lines adopted by Sir W. Symonds must be very superior to produce such a result, especially when it is considered that nearly sixty of his vessels, of various classes, have already hoisted the pendant, and have been tested in every sea and in every weather.

With such a mass of evidence as these pages furnish of the speed of the Surveyor's ships, it is almost a work of supererogation for me to call attention to any particular report, as there is scarcely a letter among those now published which does not specially advert and bear testimony to the excellence of his vessels in this respect.

It is well known that when in the Mediterranean, the Vanguard 80, beat every other vessel on that station, both of old or modern construction. It was anticipated by the opponents of the Surveyor that even if she was not beaten by the other ships of the squadron at all events the Rodney would unquestionably have the advantage of her.

The following extract of a letter from the Captain of the Rodney will shew how far those expectations were realised:—

"We have had three trials with Vanguard; the first was in light winds, all sail set to windward, she beat us two miles in two hours and  $\frac{1}{2}$ ; the second trial was with a fresh breeze, single reefed topsails and top-gallant sails, on a wind; this day the Vanguard went to windward of us

in a most extraordinary manner, I would not have believed it possible if I had not seen it, she gained  $2\frac{1}{2}$  miles dead to windward in 2 hours and  $\frac{1}{2}$ . When the signal was made to the ships to show their inclinations, ours was the same as Vanguard's, viz. 3-20, our lee ports up the whole time. The third trial was with the wind a point abaft the beam, as much sail as we could carry, single reefed topsails, royals, fore-topmast and top-gallant studding sails, the Rodney was going 11 knots, the Vanguard beat us as much to windward as a mile an hour."

The trials of sailing that this vessel had with the numerous ships comprising the squadron to the Mediterranean, are so fully detailed in the following letters, and her successes so amply explained, that I will here only give an extract of a letter from the Admiral Superintendent at Malta, shewing the opinion of the Commander-in-chief with respect to this ship:—

"It really is a pleasure to see Vanguard go out of this harbour, she moves so beautifully and so quickly under sail, she weighed the first time the squadron started from hence with a slant and light wind and went out just like a cutter, while all the other ships were obliged to be towed out by Rhadamanthus; she has such an advantage over other ships, she gathers way so quickly that you can do any thing with her. The admiral dined with me the day before he sailed this last time, and I was delighted to hear him say "I never saw a ship under sail equal to the Vanguard, whilst I have her with me I don't feel the want of a frigate or a brig." I asked him if in their cruise he had seen her under double reefed top-sail blowing strong, he said 'no, but I feel satisfied whenever we have a breeze of that kind she will be going with her lower deck ports up, sparing us a mainsail at least, when the other ships would be almost buried.'"

"In time of war a few such ships as this in a fleet would ensure the bringing on a general action, or oblige the enemy to sacrifice their sternmost ships."

The Vanguard was the first of the Surveyor's line of battle ships; since which, the Queen 110, and the Albion 90, have been built and commissioned; both of which ships, it will be seen from the reports of their officers, have proved themselves to be remarkably fast sailers. The performances of the Vernon 50, and of the Pique 36, are noticed at length in these pages, and as every particular respecting these ships will be read with interest, after the contradictory statements that have been put forth to the world respecting them, it will be unnecessary here to call attention to them, save to state that in every trial they had with other ships, they always proved themselves to be very superior in point of speed.

Another class of vessels constructed by the Surveyor is the 26-

gun frigates, such as the Vestal, Carysfort, Iris, Cleopatra, &c. Ample details are given of the speed of these ships. The Captain of the Carysfort in his letter says,

"On our passage from Toulon to Mahon we had a trial off the wind with the whole squadron, viz. Princess Charlotte, Rodney, Vanguard, Barham, and ourselves, for all the others (including Harlequin,) were so far astern that we took no account of them. We (Carysfort) claim the advantage over *all*, Barham admits that we dropped her  $1\frac{1}{2}$  point in the 8 hours sail; Vanguard denies our claim to having beaten her  $\frac{1}{4}$  of a point, but admits that she could not head us. I assure you I had no expectation of being able to hold way with either *off the wind*.

"On my passage from Mahon to Barcelona, I fell in with Castor, 35 miles from this anchorage. Off the wind, (that is, rather before the beam) we spared her the mainsail, fore-topmast, and top-gallant studding-sails, going from 7 to 8 knots, and had to back the mizen-topsail occasionally to keep abaft the beam. As we approached the land, the wind headed us off shore, and we had to work up to the anchorage. We tacked a cable's length on her lee beam, and in three-quarters of an hour passed on opposite tacks more than a mile to windward of her. I suppose it is unnecessary for me to say more of the Castor.

I have already shewn that the Iris beat the Sirene, the fastest ship of the French squadron, in the Chinese Sea; and that the Cleopatra beat a French brig-of-war at Rio, who had challenged her to a trial of sailing. The Captain of the Vestal has recently transmitted an account of that vessel's extraordinary velocity; he says,

"She walks along to the astonishment of every one, 12-7 under royals, wind 2 points abaft the beam,  $48\frac{1}{2}$  in 4 hours under same circumstances, 272 in 24 hours without a struggle, under royals, wind the same. 444 in 39 hours, wind the same, under top-gallant sails, double-reefed fore and mizen, and single-reefed, main top-sails and fore top-mast-studding sail, wind abeam 13-6 and 13 for six successive hours, and yet I am told here the 'Vestal' class can't sail !!!"

"On our passage from Rio, to Monte Video, the Vestal, Curacoa, Racer, and Spider started together, were desired to make the best of their way. The ships arrived as follows :—

Vestal	—	—	11-15 P.M. 30th, May.
Racer	—	—	10-15 A.M. 31st, May.
Curacoa	—	—	11-15 A.M. 2nd, June.
Spider	—	—	2-30 P.M. 6th, June."

From the foregoing statement it appears that the Vestal beat the Racer in the run by 11 hours; the Curacoa by two days and a half; and the Spider by more than a week. The Racer is also of the Surveyor's construction; she beat the Curacoa by two days and the

Spider by a week. These are instances of what this class of ships have done to demonstrate that they possess, in no ordinary degree, that speed which is one of the chief requisites essential to a vessel of war. The brigs, corvettes and other sloops of war constructed by Sir W. Symonds have all of them this valuable property to a great extent. Their officers, one and all, give them the highest character. The commander of the Grecian, in one of his letters, speaking of his vessel says,

"We are now out upon a trial with Calliope, and it affords me the greatest satisfaction to inform you that I have in the trials we have made just weathered upon her one mile dead to windward per hour; in five hours, five miles dead in the wind's eye. The Wizard, a 10, not standing the least chance with either; and the Royalist, a schooner Yacht, being beaten nearly in the like ratio with the Calliope. I find her very weatherly, and when sailed in trim quite perfect."

In another letter he states,

"After I entered Berkeley Sound, I beat her up through the Narrows with the wind dead on end, and against a lee tide, and the channel in one part, for a considerable distance, is only 126 fathoms wide. To be brief, as much as I have seen of the Grecian I consider her to be the nearest to perfection of any vessel that I have ever served on board.

It will be seen that the Harlequin, by the Surveyor, when in the Meditterrean having beaten the Childers, which was considered the crack brig on the station, a mile-and-a-half per hour dead to windward, and forereaching on her all the time, a few days after fell in with the Orestes, one of the Naval College vessels, and beat her in the most ridiculous manner—the Orestes being under all sail and the Harlequin heading her under topsails and jib only. It will also be shewn that the Harlequin beat the Castor; her commander in writing respecting the trial, states

"It was nearly calm all day, and we were under easy sail until ten o'clock next morning, when a breeze sprung up and both ships made sail on the starboard tack, we being at that time a little before the Castor's lee beam, and about half a mile from her. By noon we had crossed under her lee bow, and were upwards of two miles in the wind's eye still on the same tack, and both ships again passed the French brig, which had been making the best of the way to Barcelona, and was hull down to windward when seen in the morning about seven. During these two days trial the Harlequin generally weathered the Castor about a mile an hour, fore-reaching at least in proportion. The Captain of the Castor says, the Inconstant never beat him so much on a wind, and it seems to be the general opinion on board the Castor that the Inconstant would be beaten by Harlequin.

The captain of the *Dido*, by the Surveyor, who has recently returned in that ship from China and the East Indies, reports, that during the three or four years the *Dido* was on that station nothing could equal her, and that they had not fallen in with any sail which they had not beaten in a most extraordinary manner. The Commander of another of the Surveyor's vessels, the *Sappho*, in writing from the West Indies and describing the trials of sailing between the *Sappho* and the *Champion* says,

"On the 30th, we again got under weigh, and after the pilots had left at half-past seven A.M., made sail, single reefed top-sails, top-gallant sails, and courses going from 6 to 6½ knots, wind fresh with a head sea, the *Sappho* ¼ a mile on *Champion's* lee beam. At 1-30 we tacked, at 2-10 we shortened sail and telegraphed to the *Champion* "acknowledge yourself beaten," the answer was "terribly," as indeed it was, we being 6 miles dead in the wind's eye of her. The general opinion among my officers was, that the distance was from 7 to 8 miles, but that there might be no exaggeration. I booked it 6 miles, the wind during that time not having varied half a point."

The commander of the *Star*, in summing up the merits of that vessel, says

"The *Star* sails well, steers easily, answers her helm quickly, stands well up under canvass, weathery to an uncommon degree, and is the most buoyant sea-boat I ever was in."

The commander of the *Snake* reports his vessel to be "superior to any other ship we have ever met with." Nearly similar reports have been made by all the commanding officers of the other sloops constructed by the Surveyor. With such a multiplicity of evidence of the velocity of Sir W. Symond's ships as the following reports and letters furnish, I shall here only make one more extract—it is from the commander of the *Rover*, who says,

"We have just arrived here from Rio de Janeiro, after an exceedingly boisterous passage round Cape Horn in the depth of winter, and never was I more delighted, and the whole of my officers likewise with a vessel. We have tried her in all sorts of weather, from a calm, with a heavy rolling sea, to as hard a gale as I ever witnessed, and worse seas, and nobly has she behaved. We ran thirteen knots and a half off Cape Horn with a jury main topmast, having previously in a very hard gale off the Falklands found our mainmast very badly sprung, which I attribute to the badness of the spar, it being close to a very ugly knot in the wood, however I am fishing it here and hope to make it as secure as ever. We have men on board who have been in the *Rover* since she was first commissioned, and they say that they have never seen such weather, or the ship so much tried; and the more she is so the better we all like her."



In coming up the Coast, off Cape Pillar, under close reefed topsails and reefed courses, with a high sea on, we were going 7 and 8 knots. I am sure one of the old 28-gun ships, to one of which I belonged three years, would not have been going five, and making perhaps with that three points leeway; whereas we were scarcely making half a point. Every body on board is delighted with her."

This is surely evidence enough to convince the most sceptical. Having now fully established the superior qualities of the Surveyor's vessels in point of velocity, let us next examine whether the increased speed, gained by his form of construction, is counterbalanced by any deficiency in other respects.

*Secondly—STABILITY.* This is a qualification of the utmost importance in every ship, especially in a man-of-war. Indeed, velocity alone in a vessel-of-war would be of very little advantage unless combined with stability. There are two modes of giving stability to a ship—either by placing a great quantity of ballast in her, or else by giving her additional plane of flotation. The great improvement of the Surveyor's system is, that all his vessels have immense stability, while they require little or no ballast. This itself is a highly important advantage, for it is very injurious to a ship to carry a large quantity of ballast, which, while it tends to immerse the body, quickens the rolling motion, and in the event of the ship striking the ground assists in her destruction. Some idea may be formed of the difference effected with respect to the necessity of ballast in ships from the following extract of a letter from the captain of the Vanguard:—

"Looking over an old log book of mine, I found a record of the old Lancaster, to which I once belonged, which contrasts so remarkably with what is the case in this ship, that I am anxious to mention it to you.

"The Lancaster had at one time a weight of ballast, 261 tons of iron, and 231 of shingle, more than one-third of the measured tonnage of that ship, which was 1430. This ship has now quite as much ballast as is necessary, and that is not quite one thirty-seventh part of her measured tonnage. I did not think it would be desirable to reduce the ballast below what she now has, though there could not be the least risk in sailing her without any, and in such case she would be, not only, not as crank as many other ships, but not crank at all. Reducing the quantity of ballast was one of the methods I had recourse to, in order to improve the old W. Castle's sailing. I reduced her ballast from 180 to 140 tons, and am satisfied that every ton taken out of her made her a better ship.

"With reference to what I have written above about the Lancaster, had she had no more ballast than a due proportion to what is in this ship

she would only have had 39 tons ; on the other hand, had this ship a due proportion to what was in the Lancaster, she would have had on board 896 tons."

While then, the Surveyor by the increased plane of flotation he has given to his vessels, is enabled to obviate the necessity of carrying a large quantity of ballast, and at the same time to produce a much greater stability than they could possibly have, even, as in the case of the Lancaster, by placing in them nearly five hundred tons of ballast ; it must be obvious that in this respect alone, his ships have a very great advantage over those of the old construction. But important as this advantage is, it falls into insignificance when compared with other and more valuable advantages that result from the additional stability acquired by his increased plane of flotation. The power of carrying sail—of carrying a heavier armament than other ships of a similar class—of using that armament under circumstances when its use is perhaps most required ; these and other important advantages are gained from the mode by which the increased stability is obtained, while at the same time there is also greater accommodation to the crew and much more room at quarters to fight the guns.

Captain Rous who commanded the Pique, in one of his official letters to the Admiralty, gives the highest testimony of the stability of that vessel ; he says,

"The Pique is a most powerful ship in bad weather, and very superior in carrying sail off a lee shore ; her stability is so great that it is difficult to make her heel over six degrees, when, under the same canvass one of the old class of frigates would be inclining twelve or thirteen degrees, and consequently, would be incapacitated from fighting her guns."

In a subsequent portion of the same letter he states, that "blowing hard against a heavy sea, the Pique can outcarry and bury the Castor."

In another official letter Captain Rous says, that the Pique is

"A very superior man-of-war from her great stability, being able to work off a lee shore in the heaviest gale, when the old ships could not stand up under their courses."

This is unanswerable testimony of this ship's great stability, and of her being enabled to do what the old ships could not—work off

a lee shore. How many thousands and tens of thousands of lives might have been saved had they been in vessels possessing this valuable power.

Had the old 10-gun brigs built by Sir Henry Peake, and which were called in the service "floating coffins," or had the Acorn and Martin, corvettes, built by Sir Robert Seppings, possessed this all essential quality of stability, we should not have had to mourn their foundering at sea and all hands perishing,—not one left to tell the sad tale.

Captain Boxer who afterwards commanded the Pique, also states,

"It is impossible for me to say too much in favour of her stability having had many opportunities of trying her, particularly on my return from St. John, N.B., to Halifax, with a fortnight's provisions on board, and not more than 90 tons of water, under single-reefed topsails, courses, jib and spanker, it blowing strong, and going ten knots with the weather leaches lifting, she only heeled seven degrees. Also, in beating into Spithead, on the 16th instant, with only three weeks' provisions, and about 80 tons of water, all sails set except royals, she did not heel more than six degrees although blowing fresh. I was also enabled to judge of her stability in comparison with H.M.S. Wellesley, in beating into Plymouth Sound, on the 29th of September last, it blowing strong, with royals and all sail set, her inclination was only seven degrees, when that ship, with only double-reefed topsails, jib, and spanker, was heeling 14 degrees. Under every circumstance her stability is extraordinary; indeed I never saw any ship stand up like her; notwithstanding she had no ballast in her."

Rear-Admiral Bouverie in writing officially of the qualifications of the Vanguard during the time she was under his command, says, respecting her stability,

"During the period above mentioned, she was tried in every description of weather, and under almost every circumstance incidental to cruising in the summer and autumn months, and her comparative stability with that of other ships in company with her was always remarkable, often admitting of the lower deck ports being kept up and her guns being fired horizontally when the ports of her consorts were obliged to be barred in. On several occasions of the squadron carrying sail, and the signal being made by Vice-Admiral, Sir Charles Paget, our Commander-in-Chief, to make known the inclination of each ship, the Vanguard heeled only from six to eight degrees, rarely exceeding the latter number while other ships have indicated their inclination to be twice as much."

The power of Sir W. Symonds's ships to carry a press of sail from their having greater stability than those of other constructors,

is shewn in numerous other instances. An officer of the *Vernon* states that when running into Salamis with the fleet,

"A very heavy squall came on which obliged all the other ships to take in their top-gallant sails, and most of them to lower their topsails and reef them, while the *Vernon* and *Columbine* carried single-reefed top-sails and top-gallant sails right through it."

Sir Edward Owen, the Commander-in-chief in the Mediterranean, in his reports of the capabilities of the *Queen*, says, in reference to her stability, "she bears pressing with her canvass and answers to it by her power."

Rear Admiral Mason reports "in point of stability, the *Queen* certainly excels the *Howe*."

Captain Rich of H.M.S. *Calcutta*, says,

"With respect to the comparison between this ship and the *Queen*, there can be no doubt, in my opinion, as to the superiority of the latter in every point, namely, in sailing, working, stability, and weatherly qualities.

The Commander of the *Snake* writes respecting her,

"That she is stiff under a press of sail, and very weatherly under "reefed courses," or, under "close reefed topsails," double reefed foresail, and reefed trysail. In heavy gales she lies close to the wind under double reefed foresail, main-staysail and reefed trysail, forereaches fast and is very dry, and generally speaking, she is a good sea boat, and her best point of sailing, compared with other ships, is close hauled, in strong winds against a head sea."

The Master of the *Albion*, says,

"We had a good trial by the wind, with as much wind as her masts would bear, under double reefed topsails, courses &c. her inclination never exceeded  $4\frac{1}{2}$  degrees, she then going 10 knots, and working within ten and half points of the compass.

The Captain of the *Dido*, which was paid off early this year at Sheerness on her return from the East Indies, says,

"Her stability under canvass I found to be such, that although we had not a pig of ballast on board, I have known her to go 6 or 7 knots close hauled, when in my cabin you would not know from any inclination on which tack we were sailing.

These are a few of the instances that I could adduce of the stability of the Surveyor's vessels, and the consequent power they de-

rive of carrying sail. I will now shew by quoting from some of the other reports the advantages that also accrue from this increased stability, in enabling his ships to carry a heavier armament than others of the same class, the advantages of which, in increased range and other respects, are sufficiently known to the nautical reader, and to use that armament under circumstances, which would preclude other vessels from doing so.

The capability of the new class of ships by the Surveyor is such as to enable them to carry metal of the largest calibre,—for instance the *Pique* carries 32 pounders of 40 cwt. on the quarter deck and forecastle, whilst the same class frigates, *Inconstant* and *Castor*, can only carry carronades of 25 cwt. The Surveyor's 80-gun ships carrying 32 pounders of 41 cwt. on the quarter deck and forecastle, whilst the old 80-gun ships could only carry 32 powder carronades of 17 cwt. The *Queen* 110, is enabled to carry on her quarter deck and forecastle 32 pounder gunnades of 25 cwt. whilst the *Caledonia* and the old class ships carry 32 pounder carronades of 17 cwt. The difference between the old class 28-gun frigates, commonly called "the donkey frigates," and the Surveyor's new 26-gun frigates, is even greater than any of the foregoing classes; the donkey frigates could only carry 32 pounder carronades of 17 cwt. on their main deck, and 18 pounder carronades on their quarter deck and forecastle; whereas the Surveyor's 26-gun frigates carry long 32 pounders of 40 cwt. on their main deck, and 32 pounders of 25 cwt. on their quarter deck and forecastle.

Notwithstanding the additional weight of the armament which the *Pique* carries over the *Inconstant* and *Castor*, Capt. Rous reports that she can carry a still heavier armament. He says,

"In the event of war, the *Pique* might with the greatest ease carry eight additional long 32 pounders, six on the gangway and two on her maindeck, larger masts and yards, and 125 more men.

With the power to carry a heavier weight of armament, I will now shew, from one or two extracts, how the ships of the Surveyor are enabled to use that armament under circumstances when other ships could not do so. The Captain of the *Vanguard* says,

"We have now only 70 tons of ballast on board, one half the quantity she at first started with, still I consider her a very stiff ship, and will, I feel confident, outcarry any in the service, and be able to fight her lower deck guns, when other ships would be obliged to keep their ports down.

The Commander of the Vanguard also says,

"I need not tell you that we can carry our lower deck guns out, when other ships are obliged to close their ports."

An officer of the Vernon says,

"I never thought ship building could be brought to such perfection; we can fight either side, let it blow as hard as it likes, and as to sailing, we astonish the whole fleet, which we beat in prime style, always leaving the fastest of them six or seven miles astern in six hours. The Caledonia, that we thought sailed very fairly when with the fleet, we run out of sight in seven hours on any point."

I will only select one more extract, in reference to this point. The Commander of the Rover writes

"The stability of the ship is something quite extraordinary. About 10 days since, under double-reefed topsails and top-gallant sails, close hauled, going 8 and 8½ knots, I exercised fighting both sides with powder; the lee guns were not, for one moment a matter of consideration, and it was not until the middle of the exercise that I began to think what other Corvette could do this."

Having stated enough to shew the very superior stability of the vessels of the Surveyor's building to those of the old style of construction, still insisted upon by that *clique* of detractors connected with the Naval School of Architecture, whose motives have been already adverted to, it may not be foreign from the object of these pages briefly to compare the stability of the class of vessels built by these *soi-disant* scientific individuals with those of the same class, built by, as they term him "the unscientific Surveyor." Look to the official queries on this point, and the replies made by Sir W.

Dickson, the captain of the Volage 26, and by Capt. Barnet, of the Actæon, both built by the School of Naval Architecture,—and the replies to the same queries made by Capt. H. B. Martin, of the Carysfort 26, and by Capt. Davies, of the Dido, both constructed by the Surveyor; as well as those of Capt. Lord Ingestre, of the Tyne, constructed by Sir Robert Seppings.

	ACTÆON. 26 <i>Naval School.</i>	VOLAGE. 26 <i>Naval School.</i>	CARYSFORT. 26 <i>Sir W. Symonds</i>	DIDO. 18 <i>Sir W. Symonds</i>	TYNE. 26 <i>Sir R. Seppings</i>
The inclination of the ship.					
Under stormy staysails or trysails ?	12 degrees.	25 to 28			
"    and maintop sail ?	12 "	25 to 28		5	
"    do. and reefed foresail ?	13 "	23 to 25		5	
Under close reefed topsails and courses ?	12 "	18 to 20	7 to 9	5	
"    treble reefed topsails and courses ?	12 "	14 to 16	4 to 5	6	
"    double reefed topsails and top-gallant sails ?	12 "	12	4 to 5	5 to 7	
Under all sail, except royals	11 "	10 to 12	5 to 6	5 to 7	
"    do. when just able to carry royals	10 "	10 to 12	5 to 6	3	
Weight of Armament	620 cwt.	446 cwt.	974 cwt.	720 cwt.	482 cwt.

In addition to the want of stability in the ships of the School of Naval Architecture, as shewn by the foregoing comparison, their commanding officers also state them to be in other respects bad ships. The Actæon is reported to be "an uneasy ship,"—the

Electra, another vessel by the School of Naval Architectre, is described as being a "leewardly" ship in comparison with other vessels,—and the Volage "very leewardly."

There can be no doubt, therefore, that with respect to stability, as well as velocity, the Surveyor's plan of construction has proved pre-eminently successful.

*Thirdly*—**STOWAGE.** The third great requisite which the clique of detractors require is stowage. Unfortunate, indeed, was it for these individuals that in the agony of their first disappointment they did not keep to the vague generalities in which they have since indulged, instead of furnishing a series of tests, by which they have ensured their own condemnation. There cannot be the slightest doubt that extensive and convenient stowage are matters of the highest importance in vessels of war. A ship which can stow provisions and water for many months, keeping her decks clear, is obviously better qualified for a cruise, gives more satisfaction to her crew, and is, in many respects, more efficient than one whose stowage is limited. That in this respect the vessels of Sir W. Symonds are superior, may be readily inferred from their greater breadth of beam, and from their being so constructed as to dispense with the enormous quantity of ballast required by those of the old school. But as it is not on inference alone that I am disposed to rest the case of Sir W. Symonds, I now invite attention to a few extracts from the following documents which will fully establish the fact.

The Commander of the Rover referring to this subject writes as follows:—

"They cry out about your vessels not stowing anything. We have room at present over our tanks to stow another tier, by which we could carry 80 tons, instead of 45, her present quantity; and we can with the greatest ease take on board 9 months' provisions of every sort, except bread in the bread room, and we can stow 6 months' of that in it and put the remaining quantity in the after hold and spirit room in casks. Such is her non-stowage!!!"

This certainly is "non-stowage" with a vengeance. Take again the following extract of a letter from an officer of the Vernon.

"Now for our stowage, which is a very great qualification in a man-of-war; we stow six months' provisions under hatches easily, nine months' rum in spirit room, eight hundred bags of bread in the bread room



and two hundred and fifty-three tons of water. Can the opponents of surveyor name any other frigate in the service that can do this? No, they cannot, and yet with all these well-known facts, they have the audacity to assert, week after week, that we are a total failure, without being able to bring forward a single fact to substantiate it. It may be that Captain Symonds's ships cost more in building than other ships of the same class, because they are so much larger; but does not the comfort and health of the officers and ship's company counter-balance this, for it stands to reason, the less people are crowded in a ship the more comfortable and healthy they must be."

These are facts which speak for themselves, and it will be still more gratifying to the public to find, as I shall presently shew, that these great advantages are gained without that increased expense, to the allegation of which, by Sir W. Symonds's opponents, the gallant officer refers, but on the contrary with a positive saving of expenditure.

What says Capt. Boxer of the Pique? What frigate of the old 36-gun class could have given one-half of the accommodation in stowage, or berthing, still leaving the vessel "in a perfect state as a man-of-war?"

Capt. Boxer writes as follows,—

"Stowage.—One hundred and fifty tons of water and seven months' provisions under hatches, with six and a half months' bread in bags in the bread rooms: and if her magazine were placed in the same situation as other ships, which in my opinion it ought to be, thereby allowing the weight to be more concentrated, she would with ease stow at least 180 tons of water.

"Berthing.—Her great beam makes her very superior to other ships; 400 troops hanging up their hammocks with ease, besides the ship's company, and 300 of these troops messing with comfort on the main, and 130 on the lower deck, with the ship's company, having conveyed from Cork 323 troops, 50 women and children; from Halifax to St. John's N.B. the head quarter division of the 65th regiment, amounting to 400 troops and 77 women and children, with a quantity of artillery stores; and from Halifax to Quebec the whole of the troops and baggage that went out in the Hercules, with the whole of the heavy baggage of the 34th regiment, besides a great quantity of the officer's baggage, who had left that place in the winter with their regiments from Quebec, and 500,000 dollars at the same time, the ship remaining with all her equipments in a perfect state as a man-of-war."

Are the line of battle ships inferior? Let us take the testimony of Rear-Admiral Bouverie as to the capacity of the Vanguard, 80. In his official report he says,

"Her capacity for stowing water and provisions, and in berth-

ing her men?—She stows upwards of 400 tons of water, and could carry with perfect ease, five months' bread and six months' provisions of all other species for her complement of 620 men, and an abundant supply of stores for her own use. She could take even more than these quantities, but I confine myself to facts, which would not affect the qualities necessary for man-of-war to possess. Her crew are berthed with the greatest convenience and comfort. I must here mention that I am perfectly satisfied that she would carry well a tier of 68 pounders on her lower deck."

It is almost impossible to add anything to such testimony; but the following extract from a letter of the Hon. Capt. Keppel, commander of the *Dido* corvette, which has recently returned from three years service in China, will perhaps yet more fully illustrate, not only the superiority of stowage of Sir Wm. Ymonds's vessels, but also the great service and advantages which are the result of that superiority.

"Owing to her space and comfort below, the physician of the fleet in China, Doctor Wilson, assured me that she was (judging from the returns of sick) the most healthy ship out there, although I think that our men *during the day* were as much exposed to the sun and weather in boats as any ship on the station.

"We have not fallen in with any sail that we have not beaten in a most extraordinary manner. In conclusion, I must congratulate you on having produced a class of vessels combining the greatest possible comfort with all the capabilities of a perfect man-of-war, and I cannot say how sorry I was to read in the papers, on my arrival in England, the unfair abuse of a system of ship building, for the introduction of which I for one feel, (and I think the whole country ought also) most grateful."

Thus it clearly appears that the Surveyor's ships can stow an amount of provisions, water and stores, (without in the slightest degree encumbering their decks), equal, not only to the ordinary but to the most extraordinary exigencies of the service. Nor is this all; the crew are berthed more comfortably, they have more room to work their guns, and to carry out the necessary duties of the ship; their health as well as their comfort is thereby more amply provided for; and it need scarcely be said that he, who by more extensive and convenient stowage, and more roomy berthing, secures to H.M. service a healthy and contented crew to man the fleet, has done much to prevent the recurrences of those discontents, which at the Nore and Spithead once broke out into open mutiny, and to insure the most willing exertion of their utmost energies in the trying hours of difficulty and danger.

*Fourthly—STRENGTH.* That the Surveyor's ships must be stronger than others of a different construction, will be evident to all who understand the subject, from the simple fact, that their form is such, that the timber for building them can be used in its natural growth. The midship section with the beams, form a triangle; and naturally trussed, one part supports the other. This is an important advantage over the other vessels, especially over those of the Naval College, which require so much crooked timber for their futtocks and floors, generally called 'knee timber,' that independent of other considerations, were it not for the African Oak now delivered in the Dock-yards, it would be impossible to provide the frames; and even with this additional supply, a duplicate of the *Espiegle*, *Thetis* and *Cressy*, could not, at the present moment be obtained from the store of timber, adapted to their formation, now in the dockyards. The protuberance or bilge in ships so formed, has, in the event of their taking the ground, to receive the shock of the ship striking, and being of a form unnatural to the growth of the timber, is least calculated to resist the concussive shocks which a ship-of-war is subject to under such circumstances.

The mode of practical construction of the Surveyor's ships is more efficient, both with respect to strength and economy, than the old system. The advantage of Sir W. Symonds's mode of framing is now becoming known to the merchant service. Messrs. Money, Wigram and Co. at Blackwall, have adopted his plan in framing their ships, with the full conviction of its superiority over the mode previously in vogue.

That the ships constructed by Sir W. Symonds are of very great strength, will be shewn from the manner in which they—such of them as have had the mishap to get on shore—have borne the heavy concussions to which they have been subjected. When the *Pique*, commanded by Capt. Rous, grounded at the entrance of the St. Lawrence, and afterwards made her celebrated passage across the Atlantic without a rudder, it will be recollected that there was a heavy sea running at the period she struck, which kept lifting and bumping her during the whole time she was on shore—upwards of ten hours. Such was the strength of this ship, that, notwithstanding the severe shocks to which she had been subjected, she was en-

abled afterwards to cross the Atlantic, her strength being comparatively unimpaired, although the keel and dead wood were beaten out of her. Her Captain in writing to the constructor on the subject, gives his testimony to the superior strength of the Surveyor's ships over those of the old construction. He says,

"Your beautiful ship has had the hardest thumping that ever was stood by wood and iron; a strong current swept us in on shore off Labrador, in the Belle-isle passage, and we laid on the rocks beating our souls out for 10½ mortal hours; luckily her masts stood and everything else, but the fore-foot and keel, which will be found wanting; three days after we left the land we lost our rudder, the pintles of which must have been broken by the rocks, and we steered her home by 15 fathoms cable. I know of no other ship that would have stood such a wrangle."

There is very little doubt that had the Pique been a vessel of the old form, with a large bilge, she would have been so much injured, that in all probability she could not have been got off, or even if so, she would have been unable to proceed to England without first undergoing a very extensive repair.

An officer of H.M.S. Cleopatra, which was placed in somewhat similar circumstances to the Pique, says,

"Her going on shore has given me great pain, however it is a consolation to think it will prove to the world how well your ships take the ground. To the best of my judgment the Cleopatra never stuck on any part but her keel, at the time heeling about three streaks, and striking very heavy for about twelve hours, out of the six and twenty which she was on shore; still she appears to have received little or no damage.

"It is my opinion that had she been a vessel of the old construction, she must have struck on her bilge, which part being considerably weaker than her keel, would have made her getting off a doubtful case; allowing that she was not bilged, it would still require a greater power to heave a vessel off, grounding on her bilge and keel at the same time."

But it is not only under the trying circumstances of their getting on shore that the Surveyor's ships shew their superior strength. In the heaviest gales they neither strain nor work, but continue as firm and as solid as a block of wood. The commanding officer of the Star gives a remarkable illustration of this fact. He, in one part of his official report, writes

"To speak now of her strength. When I joined, the height of her 'tween decks was pointed out to me as an objection, accompanied with this observation, 'that in heavy weather she would work'; this however has not been the case; on the contrary, she continues as solid as a

block of wood. In the late gales, having my spare and stream anchors stowed amidships, I thought to strengthen her two midship beams by shoring them up, for which purpose, I converted a sprung topmast studding sail boom, and then drove a stanchion under each; there they remained uncleated during the whole of the bad weather, without moving a hair's breath, which must have shown had it been otherwise by the fresh paint-work. My attention was called to this fact by one of the passengers, a considerable ship owner, Mr. Tobin, of Halifax.

It is needless, however, in this place to give any further extracts, as the reader will find by the invariable answers returned to the Admiralty questions in the following reports, that each of the Surveyor's ships is described as "strong and well-built." Thus in respect of strength, as well as of the other great requisites, it is incontestibly proved that not only are Sir W. Symonds's vessels not inferior to those of other constructors, but that they have been successfully subjected to such severe tests as establish their very great superiority in this respect, to ships of the old form of construction.

*Fifthly*—EASY EVOLUTIONS. There can be no doubt that it is nearly as essential for a vessel to be quick in her evolutions, as it is for her to possess speed, for without this requisite, all the advantages that she would gain by velocity might be lost by her tardiness in wearing or staying. It also frequently happens that a ship is placed by circumstances in such a position that the safety of the vessel and the lives of the crew may be actually depending on her certainty in staying. These cases are too well known to the nautical reader to require explanation.

To be easy in her evolutions, or in other words, to be quick and sure in wearing or staying, is unquestionably a requisite; without which, notwithstanding all her excellent qualifications, no man-of-war can be deemed even efficient, much less perfect. Let us now see how far Sir W. Symonds's ships possess this qualification. The replies to the queries in the official reports of the sailing and other qualities of his ships.—"How does she stay?" "How does she wear?" will be found invariably to be most favorable—"Very well"—"Quick"—"Very quick"—"Like a cutter"—and answers of this description are attached to these questions in every report; while the official and other letters are equally satisfactory. Vice-Admiral Sir Edward Owen in his report of the capabilities of the *Queen*, says,

"Of the handy working of the Queen, with this fair wind, we have had little to observe; but whilst standing off and on, this morning off Gibraltar, she was twice put about under single-reefed topsails, jib and spanker (without courses) and was as handy as a pleasure-boat."

The captain of the Vanguard, writes

"I astonished the officers in wearing the ship, and although the Russell is a very handy ship we were always round before her, either in tacking or wearing; as for the Asia & Caledonia, I could have given them a couple of broadsides in either manœuvre before they could get round."

The master of the Albion states, that among the other qualifications of that ship,

"She works and steers like a boat, that is, quicker and better than any ship I ever sailed in."

One of the lieutenants of the Siren states of that vessel,

"The Siren is without exception the finest brig I ever beheld, she carries 10 weeks water, and four months' provisions for 125 men under hatches, *works beautifully*, always within ten points, and her common rate of sailing is  $8\frac{1}{2}$  knots on a bowline. She has never strained a rope yarn, and the running gear we now use is the same we rove in England 18 months ago. The accommodation is splendid for a brig; the quarters most roomy, and she carries her 25 cwt. guns without complaining in the least."

But perhaps the best description that can be given of the easiness with which the Surveyor's ships work, is that briefly recorded by the commander of the Acorn, who says, that such is her rapidity in staying, that "she will stay as fast as the men can go from brace to brace." He writes

"I experienced the heaviest gale I have ever been in a short time since in a Mozambique—I may say a perfect hurricane. We were only fifteen miles from the shore when it commenced. Our sails were blown to pieces. I never met a finer sea boat, and her working was quite perfect. She will stay as fast as the men can go from brace to brace."

These and many other reports of the like description amply prove that the Surveyor's ships possess, in an eminent degree, this fifth and important qualification—ease and rapidity in their evolutions.

*Sixthly*—ECONOMY. This is the last great requisite demanded in the construction of our ships of war; and most properly has it been so placed, for it must be evident to any reflecting man that

increased efficiency in this respect, and not a mere saving in pounds shillings, and pence constitutes the only true economy. When it is considered how much superior in point of speed, stability, and armament, are the ships of Sir W. Symonds to those of the old construction; how much larger in tonnage and stowage, it would naturally have been expected that their actual cost would have been much greater, and the public would have been prepared to recognise as just and economical, an increase of expenditure in proportion to the increased efficiency. How much greater, therefore, are the claims of Sir W. Symonds to the public gratitude when we find that these vessels, of such superior construction, are many of them absolutely cheaper than the old smaller and much inferior ships, and that in no one instance does the cost of his improvements bear any thing like an adequate proportion to their increased size and efficiency. In order to test this assertion more accurately, it may be as well to compare the cost of some of the vessels of Sir W. Symonds with that of ships of other constructors, in their respective rates. Fortunately the official returns made in consequence of the motion of Lord Ingestre, in the House of Commons, enable me to supply these data on authority, that cannot be disputed.

#### FIRST CLASS—LINE OF BATTLE SHIPS.

By SIR W. SYMONDS.			By OTHER CONSTRUCTORS.		
	Tons.	£		Tons.	£
Queen .... 110	3083	83,000	Royal William 120	2694	89,640
			St. George .. 120	2694	90,817
			Trafalgar .. 120	2694	99,227

Here we find, as regards the Queen, a vessel carrying proportionably heavier guns than the old first-rates, and close upon 400 tons larger; that she actual cost considerably less than either the Royal William, St. George, or Trafalgar. In addition to this, the Queen has her topsides and other fastenings of copper and mixed metal bolts, whilst the old class ships have iron. This alone makes a difference of about £5,000, which, in fair comparison must be deducted from the apparent cost of the Queen. The same observation applies to all the Surveyor's ships throughout the various rates.

## SECOND CLASS—LINE OF BATTLE SHIPS.

By SIR W. SYMONDS.			By OTHER CONSTRUCTORS.		
	Tons.	£		Tons.	£
Albion .... 90	3083	81,349	Rodney .... 92	2598	76,541
Deduct for Cop- per and mixed Metal Bolts ..	}	5,200	Nile ..... 92	2598	80,074
		76,149			

The Albion, as an experiment, has been fastened wholly with copper and mixed metal bolts, instead of treenails and iron bolts, which increases the expense about £5,200 over those of her class, consequently, for comparison, this sum must be deducted as above. Hence, though nearly 500 tons larger, she cost less than the Rodney or Nile. This and similar facts must be rather surprising to those who have been accustomed to hear and read the charges, so repeatedly made against the Surveyor, of the unexampled extravagance of his mode of construction.

## THIRD CLASS—LINE OF BATTLE SHIPS.

By SIR W. SYMONDS.			By OTHER CONSTRUCTORS.		
	Tons.	£		Tons.	£
Vanguard .. 80	2589	62,115	Clarence .. 84	2279	72,387
Superb .... 80	2589	65,535	Thunderer .. 84	2279	76,160

Here we find the Surveyor's vessels, upwards of 300 tons heavier, and furnished with bolts as before mentioned, cost less by upwards of £10,000 than the smaller ships of the old school.

## FOURTH CLASS—LINE OF BATTLE SHIPS.

By SIR W. SYMONDS.			By OTHER CONSTRUCTORS.		
	Tons.	£		Tons.	£
Cumberland 70	2195	45,025	Bellerophon 78	2056	78,946
			Hindustan 78	2035	64,738

These are figures which speak for themselves, and require no comment on my part.



## FIFTH CLASS—FRIGATES.

The official returns from which I quoted, do not give any account of the comparative cost in the construction of the first class, or 50-gun, frigates. There is a statement of the cost of converting a line of battle into a frigate, by cutting her down, or what is termed *razeeing* her, by which it appears that the total cost of building one of Sir W. Symonds' 50-gun frigates is actually much less than that of *razeeing* the line of battle ship.

By SIR W. SYMONDS.			RAZEEING.		
	Tons.	£		Tons.	£
Vernon .... 50	2082	48,487	Dublin .... 50	1772	52,839

## SIXTH CLASS—FRIGATES.

The next description of frigates to which I shall advert, is the 36-gun class.

By SIR W. SYMONDS.			By OTHER CONSTRUCTORS.		
	Tons.	£		Tons.	£
Pique ..... 36	1622	33,001	Castor .... 36	1293	29,578
Cambrian .. 36	1622	33,289	Inconstant .. 36	1422	30,922

Here again it will be perceived, that the Pique and Cambrian, after deducting the extra expense for their superior fastenings, cost no more than the Castor and Inconstant, one upwards of 300 tons, and the other 200 tons, less than the surveyor's frigates, while, as I have previously shown, they are unable to carry so heavy an armament.

## SEVENTH CLASS—FRIGATES.

Perhaps in no class of vessels has there been so great an improvement made as in the construction of the 26-gun frigates. Those who have served in the old "donkey" or 28-gun frigates are perfectly aware of the total inefficiency of those vessels either to fight or run. The present 26-gun frigates, by the Surveyor, are able to do both, and are in every respect what their officers

liv.

describe them to be—perfect men-of-war. Let us now see the difference in the expence of building perfect men-of-war and inefficient ones.

By THE SURVEYOR.			By OTHER CONSTRUCTORS.		
	Tons.	£		Tons.	£
Vestal . . . . 26	913	21,383	Tyne . . . . . 26	600	19,664
Iris . . . . . 26	906	18,592	Tweed . . . . 26	500	15,942
Spartan . . . . 26	918	22,627	Volage . . . . 26	516	18,940

When the extra amount for the copper and mixed metal fastenings is deducted, it will be found that the Surveyors frigates of this class cost about the same sum as those of the other constructors, but the armament and tonnage of the two are widely different, as I have already shewn, and greatly in favor of the ships constructed by Sir William Symonds.

#### EIGHTH CLASS—CORVETTES.

By THE SURVEYOR.			By OTHER CONSTRUCTORS.		
	Tons.	£		Tons.	£
Dido . . . . . 18	734	14,969	Champion .. 18	456	12,563
Daphne . . . . 18	726	14,445	Comus . . . . 18	462	12,967

The superior qualities of the Dido and Daphne have already been adverted to, and their capabilities as men-of-war are so fully developed in the following pages, that the reader will be enabled to judge whether the Surveyor has not rendered the country great service in producing such vessels, so much superior to others of the same class, while the cost of their construction does not exceed that of the inferior ships. Here again the Surveyor's ships carry a much heavier armament, and in tonnage exceed the other corvettes by nearly 300 tons.

## NINTH CLASS—BRIGS.

By THE SURVEYOR.			By OTHER CONSTRUCTORS.		
	Tons.	£		Tons.	£
Siren . . . . . 16	549	10,889	Cruizer . . . . 16	384	11,086
Grecian . . . . 16	484	10,356	Childers . . . . 16	385	9,757
Bittern . . . . 16	484	9,503	Daring . . . . 12	426	9,231
Wanderer . . 16	428	10,234	Mutine . . . . 12	428	9,501
Racer . . . . . 16	431	8,457	Osfrey . . . . 12	425	8,794
Flying Fish 12	445	9,723	Espiegle . . . . 12	443	9,723

Here is another instance of the saving that has accrued to the country in the construction of our vessels of war. The Siren, by the Surveyor, of 549 tons, cost less than the Cruizer of only 384 tons. The inferiority of the Cruizer was fully shewn in the late trial cruises of the experimental brigs. It will be seen that the cost of the Flying Fish, by the Surveyor, and of the Espiegle, the production of the united efforts of Messrs. Chatfield, Reid and Creuze, is the same. If these gentlemen who have written so much respecting economy in ship building, have carried their precept into practice, it argues much in favour of Sir W. Symonds who has constructed a superior brig, at the same cost. When I say a superior brig, I speak advisedly, for the Flying Fish, has been officially reported superior to the Espiegle.

## TENTH CLASS—BRIGS.

I will only advert to one more class of vessels—the 10-gun brigs, and will compare the cost of construction of the Surveyor's brigs of this class, with those known in the service as the "floating coffins."

By THE SURVEYOR.			By OTHER CONSTRUCTORS.		
	Tons.	£		Tons.	£
Rapid . . . . .	319	6,797	Algerine . . . .	231	7,062
Bonetta . . . .	319	6,510	Saracen . . . .	228	8,106

The foregoing statement speaks for itself. The really efficient, safe and serviceable brigs of the Surveyor, with one-third greater

tonnage, actually cost considerably less than the unsafe and inefficient 10-gun brigs of previous construction; so many of which, from the want of stability, owing to their mode of build have foundered at sea, and thus acquired for the class the *soubriquet*, already named—"floating coffins."

Thus it clearly appears, notwithstanding the outrageously false and calumnious statements so repeatedly made to the contrary, that in point of economy, as well in point of every other requisite for a perfect man-of-war the Surveyor has amply fulfilled all the conditions required, and that his ships are alike superior in "VELOCITY, STABILITY, STOWAGE, STRENGTH, EASY EVOLUTIONS and ECONOMY" to those with which his personal opponents have so invidiously and foolishly challenged comparison.

I have now completed the task I proposed to myself when I commenced the compilation of the following pages; the collection, collation, and analysis of which, have been far more laborious than I originally contemplated. The great object which I had in view, was to lay before the reader a body of evidence as to facts which would enable him to judge for himself. That I have at least accomplished this object, the official and other documents here published will satisfactorily prove; and to these, rather than to any observations which have fallen from my own pen, I now refer as constituting the actual essence and spirit of this publication. At first, indeed, I was of opinion that prefatory observations were needless, and only calculated to weaken the force of such conclusive documents; but as they grew upon me in number and bulk, it became evident that something like an analysis, though not complete, yet sufficient to give a general idea of the contents, would be useful, not only to those whose limited leisure might merely allow a hasty perusal, but also in guiding the researches of those who might think the subject worthy of more elaborate investigation. Such an analysis I have therefore endeavoured to present to the reader, adopting the points and divisions insisted upon by those most hostile to Sir William Symonds. I must, however, in justice to that gallant officer, warn my readers that the analysis is far from complete, and that they must seek in the following pages for many corroborative and detailed particulars, which it was impossible to

include in the preface without extending it to too great a length. I feel well assured, however, that no impartial man can peruse even the particulars to which I have already referred, without being thoroughly convinced that in all the great essentials requisite to the perfection of our men-of-war, the ships of Sir Wm. Symonds are so infinitely superior to those of the old school as incontestibly to establish on the solid basis of fact, the truth of those principles of Naval Architecture, which he has, for the first time, introduced into the service, and which through evil and good report he has consistently maintained.

It was not my object to write a treatise on ship building; nor to give a detailed account of the successive improvements effected by the Surveyor; nor to reply to and refute each of the many allegations, which for some years past have been made against him by the clique to whom I have referred. It is sufficient to establish facts without tracing these various fictions through all their protean transformations. The tree is known by its fruits, and these fruits have now been made so manifest that only they who are wilfully blind can fail to see them, and the often disproved hypotheses of the clique may safely be left to their own refutation. But though any labored enquiry into these subjects would have been equally needless and out of place, it was impossible altogether to pass them over without leaving unexplained the cause of that inveterate and persevering hostility for which the reader would naturally expect some reason to be assigned. I have therefore barely glanced at them all; first, giving a brief account of Sir W. Symonds's services afloat, and of his personal career, and pointing out how eminently that career, joined to the bent of his own enquiring mind, fitted him for the pursuits in which he has since been engaged; and have also alluded to the circumstances which particularly directed his attention to the principles of construction which he has carried out with such admirable effect. On the other hand, I was bound, in some measure, to indicate the causes of the hostility by which Sir W. Symonds has been so continually assailed. Overweening conceit exposed, and ignorant vanity mortified, are always bitter and reckless in their revenge; but, when mercenary jealousy also mingles with such motives, there are few extravagancies to which these malignant passions will not lead their unhappy victims.

To turn to an opposite side of the picture, however, it is gratifying to find how nobly Sir W. Symonds has been upheld by the Admiralty authorities of successive and opposite political governments, as well as by the general voice of the profession, of which he is no undistinguished member. To many distinguished shipwrights in this country is also due the praise of a generous appreciation of his principles of Naval Architecture, and of an earnest endeavour to carry those principles into efficient practice. Nor ought I here to omit some mention of the admirable and cordial manner in which he has been supported by Mr. Edye, the assistant Surveyor, whose skill and experience are too well established to require any comment. Nor was it the least pleasing portion of my self-imposed task, after referring in terms of strong, but just, censure to certain members of the defunct School of Naval Architecture, to point out the existence of many honourable exceptions, from the works of two of whom I deemed it not inappropriate to make rather extensive quotations. Those quotations clearly prove that the principles of construction laid down by Sir W. Symonds are in perfect accordance with the most scientific authorities.

The assertion so often made that the science which produced the best ships was anti-scientific, is in itself sufficiently absurd; but Messrs. Major and Allen have gone further, and have established, beyond all controversy, that at the very spring head of the stream whence this "clique" pretend to drive their boasted science, the principles carried into effect by Sir W. Symonds sparkle clear and pure; and whilst the clique, with obliquity of eye and perverted taste, refuse to drink themselves, they also endeavour to muddy the stream so that others may be unable to discern the purity of its fountain waters.

It may be thought by some, that in referring to these dockyard libellers, I have either spoken of them too harshly, or given more importance to their censures than they deserved. But few are aware of the extent to which the disgraceful warfare they have waged, has actually been carried. They soon found their absurd criticisms carried their own refutation, and that their complaints of personal slight were treated with the contempt due to the members of an arrogant, useless, and too richly endowed establishment.

Reduced, therefore, to their natural level of overpaid mechanics, they commenced their attacks in a different manner. Since then, not a vessel has been built, not an order given by the Surveyor which has not called forth from these insubordinate subordinates, misrepresentations the most daring; insinuations the most malignant and slanderous; and falsehoods the most gross that the imagination of man could devise. Into this warfare a government officer, in the high position of Sir W. Symonds, could not consistently enter; but there can be no doubt that the incessant and uncontradicted repetition of these falsehoods and calumnies, have had the effect of misleading some highly honourable men, who, should they peruse the following pages, will be surprised to find how grossly they have been imposed upon, and whose generous spirit will at once lead them indignantly to denounce those by whom they have been so egregiously deceived.

I could, had I chosen, have traced the venomous reptile through all its slimy, obscure and tortuous paths, but it is nobler revenge to pile upon its head an accumulated body of facts, which whilst they crush the slanderer for ever, form in themselves the most enduring record of the fame of the unjustly slandered.

I wish not to claim for Sir W. Symonds higher or greater praise than he deserves. I do not pretend that he has carried the art of ship building to the point where improvement stops. I will not even claim for him the merit of a discoverer; but he has been at least the first who has detected and exposed the errors of modern times—the first to evolve the purer principles of ancient science, and practically to apply those principles on a scale of such magnitude, comprehensiveness and efficiency, as will place him as a shipwright far beyond any predecessor or contemporary, and transmit his name to posterity as the LUTHER of Naval Architecture; the great Reformer of our naval marine.

Like the mighty prototype to whom we have compared him, he also has been bitterly assailed by those whose errors he has exposed; whose creed he has overthrown, and whose mischievous influence he has destroyed. But the petty personalities of these ephemeral insects will speedily pass away, and they themselves be consigned to

merited oblivion. Whereas so long as a British navy shall float on the waters, so long will the fame of Sir W. Symonds endure : and amidst the conflicts of the elements, or the deadly storm of battle, the genius which has constructed ships capable of grappling with emergencies and overcoming difficulties and dangers which have been heretofore insurmountable, will long be remembered with a seaman's gratitude.

To the profession, to which his sword in war and the energies of his mind in peace have alike been devoted, may safely be left the defence of his present and posthumous fame. Nobly have the members of that profession vindicated the former; as nobly I doubt not will they uphold the latter.

Long, however, may Sir W. Symonds live to enjoy his well-earned honors; and when the stern decree of fate shall terminate his useful career;—on the proudest battle ship of his construction be inscribed this appropriate epitaph.

*"Si monumentum requiris, circumspice."*



## H.M.S. QUEEN.

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 1st of January, 1842, and the 1st of January, 1843.

The draught of water which was estimated by the constructor to be the best trim?	23 feet, 4 in. forward.
	24      4      aft.
The draught of water, found on trial to be her best sailing trim?	24      0      forward.
	24      7      aft.
The rake of her masts from her perpendicular?	Foremast      in. in a fath.
	Mainmast      „      „
	Mizen-mast      „      „
The necessary quantity of iron ballast for her?	tons.
The quantity of water she stows?	466 tons.
Her draught of water, with as much provisions and stores as she can conveniently stow	24 feet, 2½ in. forward.
	25      0      aft.
The height of her ports, when fully stowed with stores and provisions	foremost      8      3½
	Midship      6      5
	Aftermost      7      6
How many days of the following articles can she conveniently stow for her complement of men?	Provisions
	Bread
	Spirits
	Water
	Coals
How armed?	On Lower Deck      6 guns. 68 pounders. 65 cwt.
	24      32      56
	Middle Deck      4      68      65
	26      32      56
	Main Deck      32      32      42
	Quarter Deck      12      32      25
	2      32      46
	Forecastle      6      32      46
Does she ride easy at her anchors?	Very easy.

The inclination of the ship.

Under stormy staysails or trysails? . . .	} Remarkably stiff.
„ do. and maintop sail? . . .	
„ do. do. and reefed foresail? . . .	
Under close reefed topsails and courses? . . .	
„ treble reefed topsails and courses? . . .	
„ double reefed topsails and top-gallant sails? . . .	
Under all sail, except royals . . .	}
„ do. when just able to carry royals . . .	

How does she carry her lee ports? Rather low, being too much immersed. At this time she had 1,200 men on board, with extra quantity of stores for the fleet.

Does she roll easy or uneasy in the trough of the sea? Remarkably easy.

Does she pitch easy? Very easy.

Is she, generally speaking, an easy or uneasy ship? A remarkably easy ship.

How does she, in general, carry her helm? Rather slack.

How does she steer? Rather hard in a sea way.

How does she stay? Very well.

How does she wear? Very well.

Is she weatherly or leewardly compared with other ships? Very weatherly.

How does she behave lying to? No trial.

She has run per hour by the log, with as much wind as she could safely carry this sail to . . .

Close hauled with smooth water:

Under whole or single reefed topsails and top-gallant sails. . . .

Under double reefed topsails . . . .

Close hauled with a head sea:

Under double reefed topsails and top-gallant sails . . . .

Under close reefed topsails and courses. . . .

Wind on the beam:

Under close reefed topsails and courses. . . .

Under treble reefed topsails and courses. . . .

Under double reefed topsails and top-gallant sails. . . .

In moderate weather unable to carry royals.

Do. with all sail set. . . .

Wind on the quarter:

Under double reefed topsails, top-gallant sails and studding sails. . . .

In moderate weather with royals and studding sails. . . .

Before the wind:

In a gale. . . .

In moderate weather, with all sail set. . . .

How does she scud in a heavy gale? No trial.

What is her best point of sailing? Not sufficient trial, but supposed on a wind.

Comparative rate of sailing with other ships? No regular trial, but shows occasional superiority under the same sail.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Remarkably strong, shows no symptoms of weakness.

REMARKS.—Since the arrival of the Queen at Malta, from England, 20 tons of ballast have been discharged out of the after hold, as it was supposed, the ship was too much immersed, and it was remarkable that in the recent cruize, her stability was not in the least affected as she became light in the water, having returned into the port lightened by the consumption of Provisions and Water, 136 tons.

*Signed.* H. K. HENRY, CAPTAIN.  
G. C. DOWERS, MASTER.  
T. BARNARD, CARPENTER.

---

## H.M.S. QUEEN.

---

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observations, between the 24th of April, 1844, and the 10th of July, 1844.

The draught of water which was estimated by the constructor to be the best trim ?	23 feet, 4 in. forward.
	24      4      aft.
The draught of water, found on trial to be her best sailing trim ?	24      0      forward.
	24      7      aft.
	Improving as she lightened
The rake of her masts from a perpendicular ?	Foremost 2½ in. in a fath.
	Mainmast 3½ „ „
	Mizen-mast 5 „ „
The necessary quantity of iron ballast for her ?	66½ tons now on board, but she would have sufficient stability with less.
The quantity of water she stows ?	466 tons.
Her draught of water with as much provisions and stores as she can conveniently stow ?	Not tried.
The height of her ports, when fully stowed with stores and provisions ?	Foremost 8 feet, 7 in. Midship 7      0 Aftermost 8      3 with 3 months provisions.
How many days of the following articles can she conveniently stow for her complement of men ?	Provisions,
	Bread, About six months.
	Spirits Twelve months.
	Water 93 days.
	Coals 257 days.
How armed ?	On Lower Deck 6 guns. 68 pounders. 65 cwt.
	24      32      56
	Middle Deck 4      68      65
	26      32      56

How armed? . . .	Main Deck	32 guns. 32 pounds.	42 cwt.
	Quarter Deck	12      32	25
		2      32	46
	Forecastle	6      32	46

Does she ride easy at her anchors? Easy.

The inclination of the ship:

Under stormy staysails or trysails? . . .	Not tried.
„ do. and maintop sail? . . .	„
„ do. do. and reefed fore sail? . . .	„
Under closed reefed topsails and courses? . . .	„
„ treble reefed topsails and courses? . . .	„
„ double reefed topsails and top-gallant sails? . . .	6 degrees.
Under all sail except royals? . . .	5 „
„ do. when just able to carry royals? . . .	4 „

How does she carry her lee ports. From her great stability higher than other ships of her class.

Does she roll easy or uneasy in the trough of the sea? }  
 Does she pitch easy? . . . . . } Not sufficiently tried to  
 Is she, generally speaking, an easy or uneasy ship? } report correctly.

How does she steer? In fine weather easy, but rather hard with any sea.

How does she general carry her helm? A weather, when in trim.

How does she stay? Quick.

How does she wear? Quick.

Is she weatherly or leewardly compared with other ships? Not sufficiently tried.

How does she behave lying to? Not sufficiently tried.

She has run by the log with as much wind as she could safely carry this sail to.

Close hauled with smooth water :

Under whole or single reefed topsails and top-gallant sails . . . . .	9 knots, 6 fathoms.
Under double reefed topsails . . . . .	7      6

Close hauled with a head sea :

Under double reefed topsails and top-gallant sails? Not tried.

Wind on the beam :

Under close reefed topsails and courses . . . . .	Not tried.
Under treble reefed do. do. . . . .	Not tried.
Under double reefed topsails and top-gallant-sails . . . . .	12 knots, 0 fathoms.
In moderate weather unable to carry royals . . . . .	12      0
Do. with all set . . . . .	11      4

Wind on the quarter :

In a gale . . . . .	Not tried.
Under double reefed topsails, top-gallant sails and studding sails . . . . .	Not tried.

Wind on the quarter :

In moderate weather, with royals and studding

sails . . . . . 10 knots, 0 fathoms.

Before the Wind:

In a gale . . . . . Not tried.

In moderate weather, with royals and studding

sails. . . . . 10 0

How does she scud in a heavy gale? No trial.

What is her best point of sailing? Wind abeam.

Comparative rate of sailing with other ships? No trial.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? The trial she has had is not sufficient to form a report.

REMARKS.—No difference in substance from former report.

*Signed.* CHARLES SULLIVAN, CAPTAIN.  
P. H. BINGHAM, COMMANDER.  
CHAS. BELLAMY, MASTER.  
R. WHITE, CARPENTER.

# H.M.S. ALBION.

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 1st of January, 1844, and the 31st of December, 1844.

The draught of water which was estimated by the constructor to be the best trim? . . . 23 feet, 0 in. forward.  
24 0 aft.

The draught of water found on trial to be her best sailing trim? . . . . . 23 0 forward.  
24 2 aft.

The rake of her masts from a perpendicular? Foremast  $\frac{3}{4}$  in. in a fath.  
Mainmast  $1\frac{1}{4}$  „ „  
Mizen-mast  $1\frac{1}{4}$  „ „

The necessary quantity of iron ballast for her? 30 tons.

The quantity of water she stows? . . . 414 tons.

Her draught of water, with as much provisions and stores as she can conveniently stow? , . . 23 feet, 5 in. forward.  
24 7 aft.

The height of her ports when fully stowed with stores and provisions. . . . . Foremost  
Midship 6 6  
Aftermost

How many days of the following articles can she conveniently stow for her complement of men? Provisions,

Bread 6 months.  
Spirits 9 „  
Water 3 „  
Coals 8 „

How armed? . . . On Lower Deck 4 guns. 68 pounds. 65 cwt.  
28 32 56  
Main Deck 6 68 65  
26 32 56  
Quarter Deck 2 68 56  
16 32 42  
Forecastle 8 32 42

Does she ride easy at her anchors? Very easy.

The inclination of the ship.

Under stormy staysails or trysails? . . . 3 degrees.

„ and maintop sail? . . . „

„ do. and reefed foresail? . . . 3½ „

Under close reefed topsails and courses? . . . 4 „

„ treble reefed topsails and courses . . .

„ double reefed topsails and topgallant sails? 4 to 5

Under all sail except royals? . . . 3½ to 4

„ when just able to carry royals? . . . 3 „

How does she carry her lee ports? Very well.

Does she roll easy or uneasy in the trough of the sea? She rolls quick, not uneasy.

Does she pitch easy? Very easy indeed.

Is she generally speaking, an easy or uneasy ship? Easy, though quick in her motions.

How does she, in general, carry her helm? ½ to ¾ and 1 turn a weather.

How does she steer off the wind? With three months provisions, very easy.

How does she stay? Like a cutter.

How does she wear? Very quick.

Is she weatherly or leewardly, compared with other ships? Very weatherly.

How does she behave lying to? Very well.

She has run by the log, with as much wind as she could safely carry this sail to. . . .

Close hauled with smooth water:

Under whole or single reefed topsails and topgallant sails . . . 8 knots 6 fathoms.

Under double reefed topsails. . . 10 „ 2 „

Closed hauled with a head sea:

Under double reefed topsails and topgallant sails. . . 7 „ 4 „

Under close reefed topsails and courses . . . Not tried.

Wind the beam:

Under close reefed topsails and courses. . .

Under treble do. do. . . 12 „ 4 „

Under double reefed topsails (without topgallant sails.) . . . 13 „ 0 „

In moderate weather unable to carry royals. . . 11 „ 2 „

Do. with all sail set. . . 11 „ 6 „

Wind on the quarter:

In a gale. . . 12 „ 0 „

Under double reefed topsails, topgallant sails, and studding sails . . . Never tried.

In moderate weather with royals and studding sails. . . 10 „ 0 „



Before the wind :

In a gale. . . . . 11 knots 0 fathoms.

In moderate weather with all sail set. . 10 „ 6 „

How does she scud in a heavy gale? Very well.

What is her best point of sailing? Wind abeam.

Comparative rate of sailing with other ships? Very superior.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Very strong.

*Signed.* NICHOLAS LOCKYER, CAPTAIN.

WILLIAM W. CHAMBERS, COMMANDER.

SAM. G. J. NORTHCOTE, MASTER.

W. SEWELL, CARPENTER.

---

## H.M.S. VANGUARD.

~~~~~

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 1st of January, 1840, and the 1st of April, 1840.

|                                                                                              |                                                              |
|----------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| The draught of water which was estimated by the constructor to be the best trim?             | 23 feet, 3 in. forward.                                      |
|                                                                                              | 24      0      aft.                                          |
| The draught of water, found on trial to be her best sailing trim?                            | 22      8      forward.                                      |
|                                                                                              | 23      1      aft.                                          |
| The rake of her masts from her perpendicular?                                                | Foremast      in. in a fath                                  |
|                                                                                              | Mainmast 1, 1-5      „                                       |
|                                                                                              | Mizen-mast 3      „      „                                   |
| The necessary quantity of iron ballast for her?                                              | 70 tons.                                                     |
| The quantity of water she stows?                                                             | 400 tons.                                                    |
| Her draught of water, with as much provisions and stores as she can conveniently stow?       | Has never had on board as much provisions as she could stow. |
| The height of her ports, when fully stowed with stores and provisions?                       | foremost      8      1                                       |
|                                                                                              | Midship      7      7½                                       |
|                                                                                              | Aftermost      8      6                                      |
| How many days of the following articles can she conveniently stow for her complement of men? | Provisions 168                                               |
|                                                                                              | Bread 168                                                    |
|                                                                                              | Spirits 336                                                  |
|                                                                                              | Water } 168                                                  |
|                                                                                              | Coals }                                                      |
| How armed?                                                                                   | On Lower Deck 30 guns. 32 pounders. 56 cwt.                  |
|                                                                                              | Main Deck 28      32      40                                 |
|                                                                                              | Quarter Deck 16      32      40                              |
|                                                                                              | Forecastle 6      32      40                                 |
| Does she ride easy at her anchors?                                                           | Very easy.                                                   |

## The inclination of the ship.

|                                                          |                 |
|----------------------------------------------------------|-----------------|
| Under stormy staysails or trysails? . . .                | Not tried.      |
| „ do. and maintop sail? . . .                            | 5 to 6 degrees. |
| „ do. and reefed foresail? . . .                         | do. „           |
| „ close reefed topsails and courses? . . .               | do. „           |
| „ treble reefed topsails and courses? . . .              | do. „           |
| „ double reefed topsails and top-gallant<br>sails? . . . | 6 to 7 „        |
| „ all sail, except royals? . . .                         | do. „           |
| „ do. when just able to carry royals? . . .              | do. „           |

How does she carry her lee ports? High and dry

Does she roll easy or uneasy in the trough of the sea? Remarkably easy.

Does she pitch easy? Very easy.

Is she generally speaking, an easy or uneasy ship? A remarkably easy ship.

How does she, in general, carry her helm? Half a turn a weather.

How does she steer? Very easy.

How does she stay? Very well, under all circumstances.

How does she wear? Very quick and short.

Is she weatherly or leewardly compared with other ships? Very weatherly.

How does she behave lying to? No trial.

She has run per hour by the log, with as much wind  
as she could safely carry this sail to. . . .

Closed hauled with smooth water:

|                                                                        |                                         |
|------------------------------------------------------------------------|-----------------------------------------|
| Under whole or single reefed topsails and top-<br>gallant sails. . . . | 8 knots 6 fathoms.                      |
| „ double reefed topsails. . . .                                        | 8 „ 0 „<br>within 5 points of the wind. |

Close hauled with a head sea:

|                                                              |         |
|--------------------------------------------------------------|---------|
| Under double reefed topsails and top-gallant<br>sails. . . . | 6 „ 0 „ |
| „ close reefed topsails and courses. . . .                   | 6 „ 0 „ |

Wind on the beam:

|                                                          |          |
|----------------------------------------------------------|----------|
| Under close reefed topsails and courses. . . .           | 10 „ 6 „ |
| „ treble reefed topsails and courses. . . .              | 10 „ 6 „ |
| „ double reefed topsails and top gallant<br>sails. . . . | 12 „ 0 „ |
| In moderate weather unable to carry royals. . . .        | 12 „ 0 „ |
| Do. with all sail set. . . .                             | 12 „ 0 „ |

Wind on the quarter:

|                                                                              |            |
|------------------------------------------------------------------------------|------------|
| In a gale. . . .                                                             | Not tried. |
| Under double reefed topsails, top-gallant sails<br>and studding sails. . . . | 12 „ 6 „   |
| In moderate weather with royals and studding<br>sails. . . .                 | 12 „ 0 „   |

Before the wind :

In a gale. . . . . Not used.

In moderate weather, with all sail set. . . . . 12 knots 6 fathoms.

How does she scud in a heavy gale? No trial.

What is her best point of sailing? On a wind.

Comparative rate of sailing with other ships? Great advantage over all other ships she has yet tried with.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? A well-built and strong ship, stowing her complement, with two inches additional to the usual allowance for each seaman, with great ease ; and is, in comparison with other ships, remarkable stiff, and, in every respect, a most superior man of war.

Armament? Is not so heavy, as the ship is fully capable of bearing, and would carry with ease 68 pounder guns throughout on the lower deck, and longer guns on the main and upper decks.

Ventilation? Good, but would recommend more scuttles in fore cock-pit, and three of a side in the bread room.

Accommodation? Good.

Store rooms? As at present fitted, are roomy and convenient.

Sttorage of stores, provisions, coals, &c.? Ample; the coal hole at present is considerably larger than required; a store room each side might be conveniently appropriated, for the Carpenter's and Boatswain's heavy stores?

Ballast? Sufficient; no diminution, unless armament increased, then to diminish according to the extra weight of guns, shot and powder.

Masts, yards, and sails? As at present established, gives great stability.

Whether uneasy at sea? Very easy at sea, and works less than ships of her class.

Comparative sailing? Great advantage in all points of sailing, with every ship she has tried with?

*Signed.* THOS. FELLOWES, CAPTAIN.

FRED. HUTTON, COMMANDER.

C. M. M. WRIGHT, SENIOR LIEUT.

W. G. B. ESTCOUT, 2nd. LIEUT.

WM. MILLER, MASTER.

# H.M.S. VANGUARD.

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 1st of January, 1843, and the 9th of August, 1843.

The draught of water which was estimated by the constructor to be the best trim? . . . . . 23 feet, 3 in. forward.  
24 0 aft.

The draught of water found on trial to be her best sailing trim? . . . . . 22 8 forward.  
23 1 aft.

The rake of her masts from a perpendicular? Foremast  
Mainmast  
Mizen-mast

The necessary quantity of iron ballast for her? 70 tons.

The quantity of water she stows? . . . . . 360 tons.

Her draught of water, with as much provisions and stores as she can conveniently stow? , . . . . 23 feet, 5 in. forward.  
23 10½ aft.

The height of her ports when fully stowed with stores and provisions. . . . . Foremost 8 9½  
Midship 7 5  
Aftermost 7 10

How many days of the following articles can she conveniently stow for her complement of men? Provisions, } Stows her Provisions  
Bread } very well, having had  
Spirits } six months on board, be-  
Water } sides a quantity for the  
Coals } Fleet.

How armed? . . . . . On Lower Deck 8 guns. 68 pounders. 65 cwt.  
22 32 56  
Main Deck 4 68 65  
24 32 50  
Quarter Deck 14 32 42  
Forecastle 8 32 42

Does she ride easy at her anchors? . . . . . Very easy.

The inclination of the ship.

|                                                       |   |                        |
|-------------------------------------------------------|---|------------------------|
| Under stormy staysails or trysails? . . .             | } | Very stiff under sail. |
| „ do. and maintop sail? . . .                         |   |                        |
| „ do. do. and reefed foresail? . . .                  |   |                        |
| Under close reefed topsails and courses? . . .        |   |                        |
| „ treble reefed topsails and courses? . . .           |   |                        |
| „ double reefed topsails and top-gallant sails? . . . |   |                        |
| Under all sail, except royals . . .                   |   |                        |
| „ do. when just able to carry royals . . .            |   |                        |

How does she carry her lee ports? High and dry.

Does she roll easy or uneasy in the trough of the sea? Easy but deep.

Does she pitch easy? Very easy.

Is she, generally speaking, an easy or uneasy ship? Easy.

How does she, in general, carry her helm? Half a turn a weather.

How does she steer? Very easy.

How does she stay? Very well, under all circumstances.

How does she wear? Very quick and short

Is she weatherly or leewardly compared with other ships? Remarkably weatherly.

How does she behave lying to? Well.

She has run per hour by the log, with as much wind as she could safely carry this sail to . . .

Close hauled with smooth water:

Under whole or single reefed topsails and top-gallant sails. . . . 9 knots, 4 fathoms.

Under double reefed topsails . . . . 9 „ 0 „

Within 5 points of the wind.

Close hauled with a head sea:

Under double reefed topsails and top-gallant sails . . . .

Under close reefed topsails and courses. . . .

Wind on the beam:

Under close reefed topsails and courses. . . .

Under treble reefed topsails and courses. . . .

Under double reefed topsails and top-gallant sails. . . .

In moderate weather unable to carry royals.

Do. with all sail set. . . . 13 knots, 0 fathoms.

Wind on the quarter:

Under double reefed topsails, top-gallant sails and studding sails. . . .

In moderate weather with royals and studding sails. . . .

Before the wind:

In a gale. . . .

Before the wind :

In moderate weather, with all sail set. . 13 knots 0 fathoms.

How does she scud in a heavy gale? No trial.

What is her best point of sailing? Upon a wind.

Comparative rate of sailing with other ships? Superior to all other ships as yet sailed with.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? A well-built and strong ship, showing no symptoms of weakness. Remarkably stiff, and in every possible respect, a most superior man of war; stowing her complement of men, with  $1\frac{1}{4}$  inch additional room to each seaman, to which is the usual allowance.

*Signed.* DAVID DUNN, CAPTAIN.  
FRED. HUTTON, COMMANDER.  
R. THOMPSON, MASTER.  
W. PIDDETT, CARPENTER.

---

## H.M.S. VERNON.

---

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observations, between the 1st of January 1836, and the 1st of January, 1837.

The draught of water which was estimated by the constructor to be the best trim ? 29 feet, 9 in. forward.  
21     11     aft.

The draught of water, found on trial to be her best sailing trim ? . . . . .

The rake of her masts from a perpendicular ? Foremost     in. in a fath.  
Mainmast     „     „  
Mizen-mast     „     „

The necessary quantity of iron ballast for her ? 30 tons.

The quantity of water she stows ? . . . 25 4 tons.

Her draught of water with as much provisions and stores as she can conveniently stow ? 20 feet, 11 inch. forward.  
22 „   2 „   aft.

The height of her ports, when fully stowed with stores and provisions ? . . . . . Foremost 10 feet, 6 in.  
Midship     9     6  
Aftermost 9     11

How many days of the following articles can she conveniently stow for her complement of men ? Provisions, 168

Bread     168

Spirits     224

Water

Coals

How armed ? . . . . . On Main Deck 28 guns. 32 pounders. 56 cwt.  
Quarter Deck 16     32     50  
Forecastle 6     32     50

Does she ride easy at her anchors ? Very



**The inclination of the ship.**

Under stormy staysails or trysails? . . .

„ do. and maintop sail? . . .

„ do. do. and reefed foresail? . . .

Under close reefed topsails and courses? . . .

„ treble reefed topsails and courses? . . .

„ double reefed topsails and top-gallant sails? . . .

Under all sail, except royals . . .

„ do. when just able to carry royals . . .

How does she carry her lee ports? Well out of the water.

Does she roll easy or uneasy in the trough of the sea? Easy.

Does she pitch easy? Yes.

Is she, generally speaking, an easy or uneasy ship? Easy.

How does she, in general, carry her helm? Half a turn a weather.

How does she steer? Easy.

How does she stay? Quick.

How does she wear? Quick.

Is she weatherly or leewardly compared with other ships? Weatherly.

How does she behave lying to? No trial.

She has run per hour by the log, with as much wind  
as she could safely carry this sail to . . .

**Close hauled with smooth water:**

Under whole or single reefed topsails and top-  
gallant sails. . . . . 10 knots, 4 fathoms.

Under double reefed topsails . . . . . 10 „ 4 „

**Close hauled with a head sea:**

Under double reefed topsails and top-gallant  
sails . . . . . 9 „ 4 „

Under close reefed topsails and courses. . . . .

**Wind on the beam:**

Under close reefed topsails and courses. . . . .

Under treble reefed topsails and courses. . . . .

Under double reefed topsails and top-gallant  
sails. . . . .

In moderate weather unable to carry royals.

Do. with all sail set. . . . .

**Wind on the quarter:**

Under double reefed topsails, top-gallant sails  
and studding sails. . . . .

In moderate weather with royals and studding  
sails. . . . .

**Before the wind:**

In a gale. . . . . } 12 „ 0 „  
In moderate weather. . . . . }

How does she scud in a heavy gale? No trial.

What is her best point of sailing? Upon a wind.

Comparative rate of sailing with other ships? Superior.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? She appears strongly fastened, but owing to the unseasoned wood of which she was partly constructed, several timbers and the binding streaks are badly effected with the dry rot in the holds and bread room.

REMARKS. Have landed 25 tons of ballast, by which we think the ship's sailing in 'light' winds will be improved. Owing to the reduction of mast, yards and sails, at Sheerness, in 1834, the ship does not feel her present establishment of sail until going above 7 knots either on or off the wind, in the way she did before the alteration was made to the the new system of masting ships.

*Signed.* JOHN MC'KERLIE, CAPTAIN.  
M. BRADSHAW, MASTER.  
JOSEPH MEAR, CARPENTER.

## H.M.S. VERNON.

~~~~~

A Report of the sailing and other qualities of this Ship ascertained under various circumstances, and from strict observations. between 6th of November, 1840, and the 31st of December, 1841.

The draught of water which was estimated by the constructor to be the best trim ? . . . . . feet, in. forward.  
aft.

The draught of water, found on trial to be her best sailing trim ? . . . . . forward.  
aft.

The rake of her masts from her perpendicular . Foremast 14 in. in a fath.  
Mainmast 24 „  
Mizenmast 4 „

The necessary quantity of iron ballast for her ? 30 tons.

The quantity of water she stows ? . 278 tons.

Her draught of water, with as much provisions and stores as she can conveniently stow ? . . . 20 feet, 2 in. forward.  
21 10 aft.

The height of her ports, when fully stowed with stores and provisions ? . . . . . Foremost 11 ½  
Midship 10 1  
Aftermost 10 9

How many days of the following articles can she conveniently stow for her complement of men ? Provisions 5 months.

Bread 6 „

Spirits 6 „

Water 108 days.

Coals 6 months

How armed ? . . . Main Deck 6 guns. 68 pounds. 65 cwt.  
22 32 56  
Quarter Deck 16 32 45  
Forecastle 6 32 45

Does she ride easy at her anchors ? Never tried in a gale.

The inclination of the ship:

Under stormy staysails or trysails? . . .	} At an average from 3 to 5
„ and maintop sail? . . .	
„ do. and reefed foresail? . . .	
Under close reefed topsails and courses? .	
„ treble reefed topsails and courses?	
„ double reefed topsails and topgallant sails?	
Under all sail except royals? . . .	}
„ when just able to carry royals? . . .	

How does she carry her lee ports? Well.

Does she roll easy or uneasy in the trough of the sea? Easy.

Does she pitch easy? Deep, but easy.

Is she generally speaking, an easy or uneasy ship? Easy.

How does she, in general, carry her helm? Two'spokes to half a turn a weather.  
when deep, but when light, amidships.

How does she steer? Easy.

How does she stay? Well.

How does she wear? Well.

Is she weatherly or leewardly, compared with other ships? Never tried.

How does she behave lying to? No trial.

She has run by the log, with as much wind as she  
could safely carry this sail to. . . . .

Close hauled with smooth water:

Under whole or single reefed topsails and top- gallant sails . . . . .	10 knots 0 fathoms.
Under double reefed topsails. . . . .	10 „ 4 „

Closed hauled with a head sea:

Under double reefed topsails and top-gallant sails. . . . .	8 „ 0 „
Under close reefed topsails and courses . . . . .	6 „ 0 „

Wind on the beam:

Under close reefed topsails and courses. . . . .	11 „ 0 „
Under treble do. do. do. . . . .	10 „ 4 „
Under double reefed topsails and top-gallant sails. . . . .	10 „ 4 „
In moderate weather unable to carry royals. . . . .	10 „ 4 „
Do. with all sail set. . . . .	10 „ 4 „

Wind on the quarter:

In a gale. . . . .	11 „ 4 „
Under double reefed topsails, top-gallant sails, and studding sails . . . . .	10 „ 4 „
In moderate weather with royals and studding sails. . . . .	10 „ 0 „

Before the wind:

In a gale. . . . .	0 „ 0 „
--------------------	---------

In moderate weather . . . . . 9 knots 4 fathoms

How does she scud in a a heavy gale? No trial.

What is her best point of sailing? Upon a wind.

Comparative rate of sailing with other ships? Never tried.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Well-built but works in blowing weather.

*Signed.* WILLIAM WALPOLE, CAPTAIN.

G. DOWERS, MASTER.

N. GIBSON, CARPENTER.

~~~~~

The draught of water which was estimated by the constructor to be the best trim? . . . . . 0 feet, 0 in. forward.  
 . . . . . 0 0 aft.

|                                               |            |                   |
|-----------------------------------------------|------------|-------------------|
| The rake of her masts from her perpendicular? | Foremast   | 1½ in. in a fath. |
|                                               | Mainmast   | 2½ „ „            |
|                                               | Mizen-mast | 4½ „ „            |

Her draught of water, with as much provisions and stores as she can conveniently stow? . . . . . 20 feet, 2 in. forward.  
21 10 aft.

How many days of the following articles can she conveniently stow for her complement of men? Provisions 5 months.

|            |              |                    |       |
|------------|--------------|--------------------|-------|
| How armed? | Main Deck    | 6 guns, 68 pounds. | 65 cw |
|            |              | 22                 | 32    |
|            | Quarter Deck | 16                 | 32    |
|            | Forecastle   | 6                  | 32    |

Digitized by Google

The inclination of the ship.

|                                                       |                                 |
|-------------------------------------------------------|---------------------------------|
| Under stormy staysails or trysails? .                 | } On an average 3 to 5 degrees. |
| „ do. and maintop sail? .                             |                                 |
| „ do. and reefed foresail? .                          |                                 |
| „ close reefed topsails and courses?                  |                                 |
| „ treble reefed topsails and courses?                 |                                 |
| „ double reefed topsails and top-gallant sails? . . . |                                 |
| „ all sail, except royals? .                          |                                 |
| „ do. when just able to carry royals?                 |                                 |

How does she carry her lee ports? Well.

Does she roll easy or uneasy in the trough of the sea? Easy.

Does she pitch easy? Deep, but easy.

Is she generally speaking, an easy or uneasy ship? Easy.

How does she, in general, carry her helm? Two spokes to  $\frac{1}{2}$  a turn a weather when deep, but when light amidships.

How does she steer? Easy.

How does she stay? Well.

How does she wear? Well.

Is she weatherly or leewardly compared with other ships? Never tried.

How does she behave lying to? No trial.

She has run per hour by the log, with as much wind as she could safely carry this sail to. . . . .

Closed hauled with smooth water:

|                                                                      |                     |
|----------------------------------------------------------------------|---------------------|
| Under whole or single reefed topsails and top-gallant sails. . . . . | 10 knots 0 fathoms. |
| „ double reefed topsails. . . . .                                    | 10 „ 0 „            |

Close hauled with a head sea:

|                                                             |         |
|-------------------------------------------------------------|---------|
| Under double reefed topsails and top-gallant sails. . . . . | 8 „ 0 „ |
| „ close reefed topsails and courses. . . . .                | 6 „ 0 „ |

Wind on the beam:

|                                                         |          |
|---------------------------------------------------------|----------|
| Under close reefed topsails and courses. . . . .        | 11 „ 0 „ |
| „ treble reefed topsails and courses. . . . .           | 10 „ 4 „ |
| „ double reefed topsails and top-gallant sails. . . . . | 10 „ 4 „ |
| In moderate weather unable to carry royals. . . . .     | 10 „ 4 „ |
| Do. with all sail set. . . . .                          | 9 „ 4 „  |

Wind on the quarter:

|                                                                             |          |
|-----------------------------------------------------------------------------|----------|
| Under double reefed topsails, top-gallant sails and studding sails. . . . . | 10 „ 4 „ |
| In moderate weather with royals and studding sails. . . . .                 | 10 „ 4 „ |

Before the wind:

|                              |         |
|------------------------------|---------|
| In a gale . . . . .          |         |
| In moderate weather. . . . . | 9 „ 4 „ |

How does she scud in a heavy gale ? No trial.

What is her best point of sailing ? Upon a wind.

Comparative rate of sailing with other ships ? Never tried.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness ? A well-built ship, but works in blowing weather in the waterways.

*Signed.* W. WALPOLE, CAPTAIN.

---



## H.M.S. PIQUE.

~~~~~

**A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 10th of August, 1837, and the 1st of January, 1838.**

The draught of water which was estimated by the constructor to be the best trim? . . . . . 19 feet, 3 in. forward.  
20 3 aft.

The draught of water found on trial to be her best sailing trim? . . . . . 19 6 forward.  
20 6 aft.

The rake of her masts from her perpendicular? Foremast  
Mainmast  
Mizen-mast

The necessary quantity of iron ballast for her? None.

The quantity of water she stows? . . . . . 140 tons.

Her draught of water, with as much provisions and stores as she can conveniently stow? , . . . . 19 feet, 6 in. forward.  
20 6 aft.

The height of her ports when fully stowed with stores and provisions. . . . . Foremost 9 2  
Midship 8 6  
Aftermost 8 11

How many days of the following articles can she conveniently stow for her complement of men? Provisions, } Six months in bags in  
Bread } bread room, all other  
Spirits } species of provisions  
Water } seven months under  
Coals } hatches.

How armed? . . . Main Deck 22 guns. 32 pounders. 56 cwt.  
Quarter Deck 10 32 40  
Forecastle 4 32 40

Does she ride easy at her anchors? . . . Very easy.

E

The inclination of the ship :

Under stormy staysails or trysails? .

„ do. and maintop sail? .

„ do. do. and reefed fore sail? .

Under closed reefed topsails and courses?

„ treble reefed topsails and courses?

„ double reefed topsails and top-gallant sails?

Under all sail except royals? .

„ do. when just able to carry royals?

As proof of her great stability, in beating into Plymouth Sound with H.M.S. Wellesley, Pique carrying whole topsails, courses, and royals; and heeling only seven degrees, when that ship was heeling fourteen degrees, with only double reefed topsails and courses, as much as she could carry.

How does she carry her lee ports. Very high.

Does she roll easy or uneasy in the trough of the sea? Particularly easy.

Does she pitch easy? Very easy.

Is she, generally speaking, an easy or uneasy ship? A very easy ship.

How does she, in general, carry her helm? Always a good weather helm.

How does she steer? Remarkably well.

How does she stay? Always sure, and very quick.

How does she wear? Do. do.

Is she weatherly or leewardly compared with other ships? Very weatherly.

How does she behave lying to? No trial.

She has run per hour by the log with as much wind as she could safely carry this sail to. . . . .

Close hauled with smooth water :

Under whole or single reefed topsails and top-gallant sails . . . . . 9 knots, 0 fathoms.

Under double reefed topsails . . . . . 9 6

Close hauled with a head sea :

Under double reefed topsails and top-gallant sails? . . . . .

Under close reefed topsails and courses .

Wind on the beam :

Under close reefed topsails and courses. .

Under treble reefed do. do. . . . .

Under double reefed topsails and top-gallant-sails . . . . .

In moderate weather unable to carry royals .

Do. with all sail set. . . . .

Wind on the quarter :

Under double reefed topsails, top-gallant sails and studding sails . . . . .

In moderate weather with royals and studding sails. . . . .

Before the wind :

In a gale . . . . .

In moderate weather. . . . .

How does she scud in a heavy gale? No trial..

What is her best point of sailing? In my opinion, on a wind, blowing.

Comparative rate of sailing with other ships? Beat the Independence, American frigate,  $1\frac{3}{4}$  miles dead to windward in two hours, and H.M.S. Wellesley, with the wind quarterly  $4\frac{1}{2}$  miles in two hours, the Pique having royals and top-gallant sails more than the Wellesley.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? In my opinion, a very strong built ship, carrying her heavy armament with great ease, and not showing the least weakness in any part of her; and I am satisfied could carry two more guns on the main deck, and two on the quarter deck without feeling them.

REMARKS. During the time I have commanded her I have pressed her hard against a heavy head sea, and find her as easy a ship as any I have ever served in, without her bowsprits and mast working in the least. Indeed she appears to me a first-rate man-of-war, possessing great strength, capacity and extraordinary stability.

*Signed.* EDWARD BOXER, CAPTAIN.

W. MARTIN, MASTER.

JAS. SUTTON, CARPENTER.

---

## H.M.S. PIQUE.

---

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observations between the 1st of January 1840, and the 1st of January, 1841.

The draught of water which was estimated by the constructor to be the best trim?	19 feet, 3 in. forward.
	20      3      aft.
The draught of water, found on trial to be her best sailing trim?	19      6      forward.
	20      6      aft.
The rake of her masts from her perpendicular?	Foremost      in. in a fath.
	Mainmast      "      "
	Mizen-mast      "      "
The necessary quantity of iron ballast for her?	None
The quantity of water she stows?	140 tons.
Her draught of water with as much provisions and stores as she can conveniently stow?	19 feet, 6 inch. forward.
	20      "      6      "      aft.
The height of her ports, when fully stowed with stores and provisions?	Foremost      9 feet, 2 in.
	Midship      8      6
	Aftermost      8      11
How many days of the following articles can she conveniently stow for her complement of men?	Provisions, 186
	Bread      182
	Spirits      196
	Water
	Coals
How armed?	On Main Deck      4 guns. 68 pounders. 65 cwt.
	18      32      56
	Quarter Deck      10      32      40
	Forecastle      4      32      40
Does she ride easy at her anchors?	Very

## The inclination of the ship.

Under stormy staysails or trysails? . . .	} With great stability.
„ do. and maintop sail? . . .	
„ do. do. and reefed foresail? . . .	
Under close reefed topsails and courses? . . .	
„ treble reefed topsails and courses? . . .	
„ double reefed topsails and top-gallant sails? . . .	
Under all sail, except royals . . . . .	}
„ do. when just able to carry royals . . . . .	

How does she carry her lee ports? Very high.

Does she roll easy or uneasy in the trough of the sea? Remarkably easy &amp; quick

Does she pitch easy? Very easy.

Is she, generally speaking, an easy or uneasy ship? A very easy ship.

How does she, in general, carry her helm? Always a good weather helm.

How does she steer? Remarkably well and easy.

How does she stay? Always sure and very quick.

How does she wear? Always sure and very quick.

Is she weatherly or leewardly compared with other ships? Very weatherly.

How does she behave lying to? Steady and easy.

She has run per hour by the log, with as much wind  
as she could safely carry this sail to . . . . .

Close hauled with smooth water :

Under whole or single reefed topsails and top-gallant sails. . . . .	9 knots, 6 fathoms.
Under double reefed topsails . . . . .	9 „ 6 „

Close hauled with a head sea :

Under double reefed topsails and top-gallant sails . . . . .	8 „ 4 „
Under close reefed topsails and courses. . . . .	8 „ 0 „

Wind on the beam :

Under close reefed topsails and courses. . . . .	
Under treble reefed topsails and courses. . . . .	
Under double reefed topsails and top-gallant sails. . . . .	
In moderate weather unable to carry royals.	
Do. with all sail set. . . . .	

Wind on the quarter :

Under double reefed topsails, top-gallant sails and studding sails. . . . .	
In moderate weather with royals and studding sails. . . . .	

Before the wind :

In a gale. . . . .	
In moderate weather. . . . .	

How does she scud in a heavy gale? No trial.

What is her best point of sailing? On a wind blowing strong.

Comparative rate of sailing with other ships? *Vide* previous report.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? *Vide* previous report.

REMARKS. She has been tried in several gales of wind, and rides very easy at her anchors. During the late awful gale of wind in the Bay of Acre, with a most tremendous sea, in which I was compelled to cut away her masts to save her from going on shore, having lost two bowers, one spare and one stream anchor, she rode particularly easy, not shipping any water through the hawse holes or hardly throwing any spray over the forecastle—and rolling little, not even wetting the main deck; and having experienced her qualities in all weathers and on several trying occasions, I consider her perfect in every respect.

*Signed.* EDWARD BOXER, CAPTAIN.  
W. MARTYN, MASTER.  
JAMES SUTTON, CARPENTER.

---

## H.M.S. PIQUE.

---

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 1st of January, 1843, and the 1st of January, 1844.

The draught of water which was estimated by the constructor to be the best trim? 19 feet, 3 in. forward.  
20 3 aft.

The draught of water, found on trial to be her best sailing trim? . . . . . 19 6 forward.  
20 6 aft.

The rake of her masts from her perpendicular? Foremast 4 in. in a fath.  
Mainmast 4½ „  
Mizen-mast 6 3-16 „

The necessary quantity of iron ballast for her? None, stands remarkably well up to her sails.

The quantity of water she stows? . . . . . 152 tons.

Her draught of water, with as much provisions and stores as she can conveniently stow? . . . . . 19 feet, 9 in. forward.  
20 10 aft.

The height of her ports, when fully stowed with stores and provisions? . . . . . Foremost 9 5  
Midship 8 9  
Aftermost 9 2

How many days of the following articles can she conveniently stow for her complement of men? Provisions 112  
Bread 112  
Spirits 112  
Water 76  
Coals 110

How armed? . . . . . On Main Deck 4 guns. 68 pounders. 65 cwt.  
18 32 56  
Quarter Deck 10 32 40  
Forecastle 4 32 40

Does she ride easy at her anchors? No opportunity of trying, but said by her former officers to ride very easy.

The inclination of the ship :

Under stormy staysails or trysails?	6 or 7 degrees.
„ do. and maintop sail?	8 „ 9 „
„ do. do. and reefed foresail?	8 „ 0 „
Under close reefed topsails and courses?	8 „ 0 „
„ treble reefed topsails and courses?	8 „ 0 „
„ double reefed topsails and top-gallant sails?	7 „ 0 „
Under all sail, except royals.	7 „ 0 „
„ do. when just able to carry royals?	6 „ 0 „

How does she carry her lee ports? High.

Does she roll easy or uneasy in the trough of the sea? Deep and quick, but easy.

Does she pitch easy? Deep, but easy.

Is she, generally speaking, an easy or uneasy ship? Easy.

How does she, in general, carry her helm? Carries a good weather helm, except in light winds.

How does she steer? Well.

How does she stay? Quick and well.

How does she wear? Quick.

Is she weatherly or leewardly compared with other ships? Very weatherly.

How does she behave lying to? Remarkably well.

She has run per hour by the log, with as much wind as she could safely carry this sail to. . . .

Close hauled with smooth water :

Under whole or single reefed topsails and top-gallant sails.	8 knots 0 fathoms.
Under double reefed topsails.	8 „ 0 „

Close hauled with a head sea :

Under double reefed topsails and top-gallant sails.	6 „ 4 „
Under close reefed topsails and courses.	Not tried.

Wind on the beam :

Under close reefed topsails and courses.	11 „ 0 „
Under treble reefed topsails and courses.	11 „ 0 „
Under double reefed topsails and top-gallant sails.	10 „ 0 „
In moderate weather unable to carry royals.	10 „ 0 „
Do. with all sail set.	9 „ 0 „

Wind on the quarter :

Under double reefed topsails, top-gallant sails and studding sails.	
In moderate weather with royals and studding sails.	7 „ 4 „

Before the wind :

In a gale	
-----------	--



In moderate weather. . . . . 8 knots 4 fathoms.

How does she scud in a heavy gale? No trial.

What is her best point of sailing?

Comparative rate of sailing with other ships? Not tried.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? A well-built strong ship.

REMARKS.—It will be seen on reference to last report, that the number of knots she has run per hour is not so large as was then stated; this is, no doubt, occasioned by the ship not having had a sufficient quantity of provisions and stores in her to bring her to her proper trim, and also to her bottom being very foul.

*Signed.* MONTAGU STOPFORD, CAPTAIN.

J. M'DOUGALL, SENIOR LIEUT.

G. FILMER, MASTER.

J. QUICK, CARPENTER.

## H.M.S. VESTAL.

~~~~~

A Report of the sailing and other qualities of this Ship ascertained under various circumstances, and from strict observations, between 1st of January, 1834, and the 1st of January, 1835.

The draught of water which was estimated by the constructor to be the best trim? . . . 16 feet, 0 in. forward.  
17 0 aft.

The draught of water, found on trial to be her best sailing trim? . . . 15 9 forward.  
17 9 aft.

The rake of her masts from her perpendicular . Foremast in. in a fath.  
Mainmast „  
Mizenmast „

The necessary quantity of iron ballast for her? 30 tons.

The quantity of water she stows? . 80 tons.

Her draught of water, with as much provisions and stores as she can conveniently stow? . 15 feet, 11 in. forward.  
17 8 aft.

The height of her ports, when fully stowed with stores and provisions? . Foremost 7 4½  
Midship 6 2½  
Aftermost 6 6½

How many days of the following articles can she conveniently stow for her complement of men? Provisions  
Bread  
Spirits  
Water  
Coals } Four months under hatches.

How armed? . Main Deck 18 guns. 32 pounders. 40 cwt.  
Quarter Deck 6 32 25  
Forecastle 2 12

Does she ride easy at her anchors? . Not tried.

The inclination of the ship :

|                                                 |                     |
|-------------------------------------------------|---------------------|
| Under stormy staysails or try-sails? . . .      | } Remarkably stiff. |
| „ and maintop sail? . . .                       |                     |
| „ do. and reefed foresail? . . .                |                     |
| Under close reefed topsails and courses? .      |                     |
| „ treble reefed topsails and courses?           |                     |
| „ double reefed topsails and top-gallant sails? |                     |
| Under all sail except royals? . . .             | }                   |
| „ when just able to carry royals? . . .         |                     |

How does she carry her lee ports? Well out of the water.

Does she roll easy or uneasy in the trough of the sea? Quick and deep, but very easy.

Does she pitch easy? Easy.

Is she generally speaking, an easy or uneasy ship? Very easy.

How does she, in general, carry her helm? A little a weather.

How does she steer? Remarkably well.

How does she stay? Very quick.

How does she wear? Very quick.

Is she weatherly or leewardly, compared with other ships? Very weatherly.

How does she behave lying to? Exceedingly well.

She has run per hour by the log, with as much wind as she could safely carry this sail to. . . .

Close hauled with smooth water :

|                                                                   |                     |
|-------------------------------------------------------------------|---------------------|
| Under whole or single reefed topsails and top-gallant sails . . . | 10 knots 2 fathoms. |
| Under double reefed topsails. . .                                 | 9 „ 6 „             |

Closed hauled with a head sea :

|                                                         |         |
|---------------------------------------------------------|---------|
| Under double reefed topsails and top-gallant sails. . . | 0 „ 0 „ |
| Under close reefed topsails and courses . .             | 0 „ 0 „ |

Wind on the beam :

|                                                         |         |
|---------------------------------------------------------|---------|
| Under close reefed topsails and courses. .              | 0 „ 0 „ |
| Under treble do. do. . .                                | 0 „ 0 „ |
| Under double reefed topsails and top-gallant sails. . . | 0 „ 0 „ |
| In moderate weather unable to carry royals. .           | 0 „ 0 „ |
| Do. with all sail set. . .                              | 0 „ 0 „ |

Wind on the quarter :

|                                                                           |          |
|---------------------------------------------------------------------------|----------|
| Under double reefed topsails, top-gallant sails, and studding sails . . . | 0 „ 0 „  |
| In moderate weather with royals and studding sails. . .                   | 13 „ 0 „ |

Before the wind :

|                           |          |
|---------------------------|----------|
| In a gale. . .            | 0 „ 0 „  |
| In moderate weather . . . | 11 „ 0 „ |

How does she scud in a a heavy gale? No trial.

What is her best point of sailing? Two points abaft the beam, or on the quarter.

Comparative rate of sailing with other ships? Superior on every point of sailing to all she has tried with.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Well-built and very strong.

REMARKS.—The above statement is founded on trial of sailing with the Endymion, Forte, Challenger, Sapphire, Wasp, and Victor. The most remarkable superiority of the Vestal over them all was off the wind, which seems to be her best point. Close hauled, she weathered and forereached on them all. Her weakest point is in light winds against a head sea, but even in that, she is superior to other vessels. Since the last report, she has beaten the Racer sloop very remarkably in light winds; and, the Belvidera and Sapphire, in separate trials, by the wind, blowing fresh. She also proved herself in a gale of wind, with a heavy sea off Bermuda, to be the best sea boat, and most easy and weatherly ship that any officer on board had ever seen.

*Signed.* W. JONES, CAPTAIN.

JOHN YULE, MASTER.

SAM. HOAR, CARPENTER.

---

## H.M.S. VESTAL.

---

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 1st of January, 1836, and the 1st of January, 1837.

The draught of water which was estimated by the constructor to be the best trim? . . . . . 16 feet, 0 in. forward.  
 17 0 aft.

The draught of water, found on trial to be her best sailing trim? . . . . . 15 8 forward.  
 17 10 aft.

The rake of her masts from her perpendicular? Foremast in. in a fath  
 Mainmast „ „  
 Mizzen-mast „ „

The necessary quantity of iron ballast for her? 30 tons.

The quantity of water she stows? . . . 80 tons.

Her draught of water, with as much provisions and stores as she can conveniently stow? . . . 15 feet, 11 in. forward.  
 17 8 aft.

The height of her ports, when fully stowed with stores and provisions. . . . . Foremost 7 4½  
 Midship 6 2½  
 Aftermost 6 6½

How many days of the following articles can she conveniently stow for her complement of men? Provisions  
 Bread } Four months under  
 Spirits } hatches.  
 Water }  
 Coals }

How armed? . . . Main Deck 18 guns. 32 pounders. 40 cwt.  
 Quarter Deck 6 32 25  
 Forecastle 2 12 0

Does she ride easy at her anchors? Not tried.

The inclination of the ship.

|                                                           |                     |
|-----------------------------------------------------------|---------------------|
| Under stormy staysails or trysails? .                     | } Remarkably stiff. |
| „ do. and maintop sail? .                                 |                     |
| „ do. and reefed foresail? .                              |                     |
| „ close reefed topsails and courses?                      |                     |
| „ treble reefed topsails and courses?                     |                     |
| „ double reefed topsails and top-gallant sails? . . . . . |                     |
| „ all sail, except royals? .                              |                     |
| „ do. when just able to carry royals?                     |                     |

How does she carry her lee ports? Well out of the water.

Does she roll easy or uneasy in the trough of the sea? Quick and deep, but very easy in the motion and does not jerk or strain the rigging.

Does she pitch easy? Very easy.

Is she generally speaking, an easy or uneasy ship? Very easy.

How does she, in general, carry her helm? A little a weather.

How does she steer? Remarkably well.

How does she stay? Very quick.

How does she wear? Very quick.

Is she weatherly or leewardly compared with other ships? Very weatherly.

How does she behave lying to? Exceedingly well.

She has run per hour by the log, with as much wind as she could safely carry this sail to. . . . .

Closed hauled with smooth water:

|                                                                      |                     |
|----------------------------------------------------------------------|---------------------|
| Under whole or single reefed topsails and top-gallant sails. . . . . | 10 knots 2 fathoms. |
| „ double reefed topsails. . . . .                                    | 9 „ 6 „             |

Close hauled with a head sea:

|                                                             |         |
|-------------------------------------------------------------|---------|
| Under double reefed topsails and top-gallant sails. . . . . | 0 „ 0 „ |
| „ close reefed topsails and courses. . . . .                | 0 „ 0 „ |

Wind on the beam:

|                                                         |         |
|---------------------------------------------------------|---------|
| Under close reefed topsails and courses. . . . .        | 0 „ 0 „ |
| „ treble reefed topsails and courses. . . . .           | 0 „ 0 „ |
| „ double reefed topsails and top gallant sails. . . . . | 0 „ 0 „ |
| In moderate weather unable to carry royals. . . . .     | 0 „ 0 „ |
| Do. with all sail set. . . . .                          | 0 „ 0 „ |

Wind on the quarter:

|                                                                              |          |
|------------------------------------------------------------------------------|----------|
| Under double reefed topsails, top-gallant sails and studding sails . . . . . |          |
| In moderate weather, with royals and studding sails. . . . .                 | 13 „ 2 „ |

Before the wind:

|                              |          |
|------------------------------|----------|
| In a gale. . . . .           |          |
| In moderate weather. . . . . | 11 „ 0 „ |

How does she scud in a heavy gale? No trial.

What is her best point of sailing? Two points abaft the beam or on the quarter.

Comparative rate of sailing with other ships? Superior.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Well-built and very strong.

REMARKS.—In former reports, I have stated at large, my opinion of the sailing qualities of the Vestal, as compared with those of other ships. The experience of the last twelve months has confirmed and strengthened that opinion. It is with a view of showing the utility of this ship as a vessel of war, that the following abstract of her services during the year 1836, is respectfully submitted :—

After being docked and refitted at Sheerness in January, the Vestal returned to her station in the West Indies, at Barbadoes, 4th March.

April 14th. Conveyed the Governor, Sir Lionel Smith and his family from Barbadoes to Grenada.

April, 26th. Embarked at Barbadoes the 14th regiment, consisting of 412 officers, men, and followers, with their heavy baggage, and landed them at St. Christopher's on the 28th.

May, 1st. Embarked at St. Kitt's the 67th regiment, consisting of 422 officers, men, and followers, with their heavy baggage, and landed them at Demerara on the 10th.

May, 14th. Embarked at Demerara the 86th regiment, consisting of 472 officers, men, and followers, with their baggage, and landed them on the 17th at Barbadoes.

By these removals of troops, much valuable time, and a heavy expense in transports, were saved to the Crown.

In the beginning of June, the Vestal was employed on a mission to St. Thomas and Port Rico, by which 35 Negro British subjects were redeemed from slavery.

August, 20th. Left Halifax to cruise off Grenada, where, on Sept. 20th captured the Negrinha, a Portuguese schooner, with a cargo of 336 slaves.

Sept. 28th. Captured the Empresa, Spanish Brigantine, with a cargo of 434 slaves. Also, on the same day, captured the Phoenix, Portugues Brigantine, with a cargo of 484 slaves, being a total within eight days, of three fast sailing vessels, and 1,254 slaves.

The above statement is respectfully made with reference to the Vestal's qualities, as an experimental ship, and to prove that she has been equal to the duties of the station during peace.

Her sailing as a cruiser against the slave trade, her capacity for carrying troops, and the celerity with which she could bring an imposing appearance, wherever the protection of British interests required it, have all been shown within the last year.

I have only to add my respectful opinion, that while this ship performs the duties of peace at less, or not greater expense than former built vessels of her tonnage, a very small addition to her complement of men, would suffice to give her formidable efficiency for all the purposes of war.

*Signed.* W. JONES, CAPTAIN.

---



## H.M.S. VESTAL.

---

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 1st of January, 1837, and the 25th of Sept., 1837.

The draught of water which was estimated by the constructor to be the best trim? . . . 16 feet, 0 in. forward.  
17 0 aft.

The draught of water found on trial to be her best sailing trim? . . . 15 7 forward.  
17 9 aft.

The rake of her masts from her perpendicular? Foremast  
Mainmast  
Mizen-mast

The necessary quantity of iron ballast for her? 30 tons.

The quantity of water she stows? 80 tons.

Her draught of water, with as much provisions and stores as she can conveniently stow? . . . 15 feet, 11 in. forward.  
17 8 aft.

The height of her ports when fully stowed with stores and provisions. . . Foremost 7 4½  
Midship 6 2½  
Aftermost 6 6½

How many days of the following articles can she conveniently stow for her complement of men? Provisions, }  
Bread } 112 days.  
Spirits }  
Water }  
Coals }

How armed? . . Main Deck 18 guns. 32 pounders. 40 cwt.  
Quarter Deck 6 32 25  
Forecastle 2 32 40

Does she ride easy at her anchors? . . . Very easy.

The inclination of the ship.

|                                                       |                     |
|-------------------------------------------------------|---------------------|
| Under stormy staysails or trysails? . . .             | } Remarkably stiff. |
| „ do. and maintop sail? . . .                         |                     |
| „ do. do. and reefed foresail? . . .                  |                     |
| Under close reefed topsails and courses? . . .        |                     |
| „ treble reefed topsails and courses? . . .           |                     |
| „ double reefed topsails and top-gallant sails? . . . |                     |
| Under all sail, except royals . . .                   | }                   |
| „ do. when just able to carry royals . . .            |                     |

How does she carry her lee ports? Well out of the water.

Does she roll easy or uneasy in the trough of the sea? Very easy, and does not jerk or strain the rigging.

Does she pitch easy? Easy.

Is she, generally speaking, an easy or uneasy ship? Very easy.

How does she, in general, carry her helm? A little a weather.

How does she steer? Very easy.

How does she stay? Quick. In smooth water shoots very much to windward.

How does she wear? Quick.

Is she weatherly or leewardly compared with other ships? Very weatherly.

How does she behave lying to? Exceedingly well.

She has run per hour by the log, with as much wind as she could safely carry this sail to. . . .

Close hauled with smooth water:

|                                                                      |                     |
|----------------------------------------------------------------------|---------------------|
| Under whole or single reefed topsails and top-gallant sails. . . . . | 10 knots 4 fathoms. |
| Under double reefed topsails. . . . .                                | 9 „ 0 „             |

Close hauled with a head sea:

|                                                             |         |
|-------------------------------------------------------------|---------|
| Under double reefed topsails and top-gallant sails. . . . . | 7 „ 4 „ |
| Under close reefed topsails and courses. . . . .            | 5 „ 4 „ |

Wind on the beam:

|                                                             |          |
|-------------------------------------------------------------|----------|
| Under close reefed topsails and courses. . . . .            | 9 „ 4 „  |
| Under treble reefed topsails and courses. . . . .           | 10 „ 0 „ |
| Under double reefed topsails and top-gallant sails. . . . . | 11 „ 0 „ |
| In moderate weather unable to carry royals. . . . .         | 11 „ 6 „ |
| Do. with all sail set. . . . .                              | 10 „ 0 „ |

Wind on the quarter:

|                                                                             |          |
|-----------------------------------------------------------------------------|----------|
| In a gale. . . . .                                                          | 13 „ 0 „ |
| Under double reefed topsails, top-gallant sails and studding sails. . . . . | 12 „ 4 „ |
| In moderate weather with royals and studding sails. . . . .                 | 11 „ 4 „ |

Before the wind:

|                              |          |
|------------------------------|----------|
| In a gale . . . . .          | 10 „ 6 „ |
| In moderate weather. . . . . | 10 „ 0 „ |

How does she scud in a heavy gale? Very well.

What is her best point of sailing? Two points abaft the beam or on the quarter.

Comparative rate of sailing with other ships? Superior.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Well-built and very strong.

REMARKS.—In former reports, the instances have been enumerated in which the Vestal's qualities have been tried in comparison with those of other ships. Nothing has since occurred, to induce any change of opinion, or to furnish new data for remark. The Vestal is now paid off at the end of more than four years, with the same lower masts, topmasts, and bowsprit, with which she was originally fitted.

*Signed.* W. JONES, CAPTAIN.  
E. D. L. CANNON, SENIOR LIEUT.  
JOHN YULE, MASTER.  
JAS. CARTER, CARPENTER.

---

## H.M.S. CLEOPATRA.

~~~~~

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 12th of August, 1835, and the 20th of Nov., 1838.

The draught of water which was estimated by the constructor to be the best trim?

0 feet, 0 in. forward.  
0      0      aft.

The draught of water, found on trial to be her best sailing trim? . . . . .

0      0      forward.  
0      0      aft.

The rake of her masts from her perpendicular?

Foremast  $1\frac{3}{4}$  in. in a fatl.  
Mainmast  $3\frac{1}{2}$       „  
Mizen-mast  $4\frac{1}{2}$       „

The necessary quantity of iron ballast for her?

tons.

The quantity of water she stows? . . . . .

78 tons.

Her draught of water, with as much provisions and stores as she can conveniently stow? . . . . .

16 feet, 0 in. forward.  
17      10 $\frac{1}{2}$       aft.

The height of her ports, when fully stowed with stores and provisions? . . . . .

Foremost	7	8 $\frac{1}{2}$
Midship	6	6
Aftermost	6	4

How many days of the following articles can she conveniently stow for her complement of men?

Provisions	112
Bread	84
Spirits	140
Water	98
Coals	112

How armed? . . . . .

On Main Deck	18	guns.	32	pounders.	40	cw
Quarter Deck	6		32		25	
Forecastle	2		32		40	

Does she ride easy at her anchors? . . . . .

Very easy.

# H.M.S. CLEOPATRA.

The inclination of the ship :

Under stormy staysails or trysails ?  
 „ do. and maintop sail ?  
 „ do. do. and reefed fore sail ?  
 Under closed reefed topsails and courses ?  
 „ treble reefed topsails and courses ?  
 „ double reefed topsails and top-gallant sails ?  
 Under all sail except royals ?  
 „ do. when just able to carry royals ?

} Remarkably stiff under all circumstances.

How does she carry her lee ports. Well out of the water.

Does she roll easy or uneasy in the trough of the sea ? Quick, but very easy.

Does she pitch easy ? Easy when not pressed with sail.

Is she, generally speaking, an easy or uneasy ship ? Easy.

How does she, in general, carry her helm ? A little a weather.

How does she steer ? Very well.

How does she stay ? Very quickly.

How does she wear ? Very quickly.

Is she weatherly or leewardly compared with other ships ? Very weatherly.

How does she behave lying to ? Very well.

She has run per hour by the log with as much wind

as she could safely carry this sail to. . . . .

Close hauled with smooth water :

Under whole or single reefed topsails and top-gallant sails . . . . .	11 knots, 0 fathoms.
Under double reefed topsails . . . . .	11 0

Close hauled with a head sea :

Under double reefed topsails and top-gallant sails ? . . . . .	8	0
Under close reefed topsails and courses . . . . .	8	0

Wind on the beam :

Under close reefed topsails and courses. . . . .	12	0
Under treble reefed do. do. . . . .	12	0
Under double reefed topsails and top-gallant-sails . . . . .	11	6
In moderate weather unable to carry royals . . . . .	11	0
Do. with all sail set. . . . .	10	6

Wind on the quarter :

In a gale. . . . .	12	0
Under double reefed topsails, top-gallant sails and studding sails . . . . .	11	6
In moderate weather with royals and studding sails. . . . .	9	6

Before the wind :

In a gale . . . . .	.	.	.	.	.
In moderate weather. . . . .	.	.	.	9	0

How does she scud in a heavy gale? Well.

What is her best point of sailing? On a wind, with a fresh breeze and smooth water.

Comparative rate of sailing with other ships?

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Strong and well-built.

*Signed.* H. B. MARTIN, CAPTAIN.  
GEORGE PATNEY, SENIOR LIEUT.  
J. W. BATEMAN, MASTER.  
S. EARL, CARPENTER.

---

## H.M.S. DAPHNE.

---

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 17th of November, 1838, and the 12th of May, 1842.

The draught of water which was estimated by the constructor to be the best trim ? . . .				15 feet, 3 in. forward.
				16      3      aft.
The draught of water, found on trial to be her best sailing trim ? . . . . .				0      0      forward.
				0      0      aft.
The rake of her masts from her perpendicular ?				Foremast    3½ in. in a fath.
				Mainmast    4½ „      „
				Mizen-mast 9½ „      „
The necessary quantity of iron ballast for her ?				None.
The quantity of water she stows ? . . . . .				70 tons.
Her draught of water, with as much provisions and stores as she can conveniently stow ? . . . . .				15 feet, 6 in. forward.
				16      6      aft.
The height of her ports, when fully stowed with stores and provisions. . . . .				Foremost    6      3
				Midship      6      7
				Aftermost    6      1
How many days of the following articles can she conveniently stow for her complement of men ?				Provisions 140
				Bread       140
				Spirits      168
				Water       53
				Coals       160
How armed ? . . . . .				On Flush Deck    18 guns. 32 pounders. 40 cwt.
Does she ride easy at her anchors ?				Remarkably well.

## The inclination of the ship :

Under stormy staysails or trysails? . . .	
„ and maintop sail? . . .	
„ do. and reefed foresail? . . .	
Under close reefed topsails and courses? .	
„ treble reefed topsails and courses? . . .	8 1-3
„ double reefed topsails and top-gallant sails? .	9
Under all sail except royals? . . .	9
„ when just able to carry royals? . . .	7

How does she carry her lee ports? Well.

Does she roll easy or uneasy in the trough of the sea? Deep and easy.

Does she pitch easy? Yes.

Is she generally speaking, an easy or uneasy ship? Easy, but quick in her motions.

How does she, in general, carry her helm? Very easy.

How does she steer? Very easy.

How does she stay? Very well.

How does she wear? Very well.

Is she weatherly or leewardly, compared with other ships? Very weatherly.

How does she behave lying to? Very well.

She has run per hour by the log, with as much wind  
as she could safely carry this sail to. . . . .

## Close hauled with smooth water :

Under whole or single reefed topsails and top-gallant sails . . . . .	9 knots 4 fathoms.
Under double reefed topsails. . . . .	0 „ 0 „

## Closed hauled with a head sea :

Under double reefed topsails and top-gallant sails. . . . .	7 „ 4 „
Under close reefed topsails and courses . . . . .	5 „ 4 „

## Wind on the beam :

Under close reefed topsails and courses. . . . .	9 „ 4 „
Under treble do. do. . . . .	10 „ 0 „
Under double reefed topsails and top-gallant sails. . . . .	10 „ 4 „
In moderate weather unable to carry royals. . . . .	10 „ 4 „
Do. with all sail set. . . . .	0 „ 0 „

## Wind on the quarter :

Under double reefed topsails, top-gallant sails, and studding sails . . . . .	11 „ 0 „
In moderate weather with royals and studding sails. . . . .	0 „ 0 „

## Before the wind :

In a gale. . . . .	10 „ 4 „
In moderate weather . . . . .	11 „ 0 „



How does she scud in a heavy gale? No trial.

What is her best point of sailing? Close hauled.

Comparative rate of sailing with other ships? Superior to Castor, Dido, and late Zebra on a wind. Before the wind nearly equal to Castor, slight advantage over Dido, and more so over Zebra. While on the passage from Gibraltar to Malta in March 1842, beat the Prebles, American Corvette, quickly leaving her out of sight dead to leeward, she being considered, as I was informed by her Captain, one of the fastest ships in the American Navy.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? A well-built strong ship.

*Signed.* J. W. DALLING, CAPTAIN.

J. NAPIER, SENIOR LIEUT.

J. WEBB, MASTER.

J. BOYDELL, CARPENTER.

---

## H.M.S. FANTOME.

---

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 1st of January, 1841, and the 1st of January, 1842

The draught of water which was estimated by the constructor to be the best trim ? . . . . . 12 feet, 9 in. forward.

14      9      aft.

The draught of water, found on trial to be her best

sailing trim ? . . . . . 13      2      forward.

14      10      aft.

The rake of her masts from her perpendicular ? Foremast 6½ in. in a fath.

Mainmast 6      „      „

The necessary quantity of iron ballast for her ? 15 tons.

The quantity of water she stows ? . . . . . 46 tons.

Her draught of water, with as much provisions and

stores as she can conveniently stow ? . . . . . 13 feet, 7 in. forward.

14      11      aft.

The height of her ports, when fully stowed with stores

and provisions. . . . . Foremost 5      1

Midship 5      5½

Aftermost 5      0

How many days of the following articles can she conveniently stow for her complement of men ?

Provisions 140

Bread 112

Spirits 180

Water 80

Coals 10 tons.

How armed ? . . . . . On Flush Deck 4 guns, 32 pounders. 25 cwt.

12      32      17

Does she ride easy at her anchors ? Very easy.

The inclination of the ship.

Under stormy staysails or trysails?	.	.
„ do. and maintop sail?	.	.
„ do. and reefed foresail?	.	.
„ close reefed topsails and courses?	.	.
„ treble reefed topsails and courses?	.	.
„ double reefed topsails and top-gallant sails?	.	.
„ all sail, except royals?	.	.
„ do. when just able to carry royals?	.	.

How does she carry her lee ports? Well out of the water.

Does she roll easy or uneasy in the trough of the sea? Easy and quick.

Does she pitch easy? Easy.

Is she generally speaking, an easy or uneasy ship? Very easy.

How does she, in general, carry her helm? A little a weather.

How does she steer? Very easy.

How does she stay? Very well, quick and sure.

How does she wear? Very well and sure.

Is she weatherly or leewardly compared with other ships? Very weatherly.

How does she behave lying to? No trial.

She has run per hour by the log, with as much wind as she could safely carry this sail to. . . . .

Closed hauled with smooth water:

Under whole or single reefed topsails and top-gallant sails.	.	.	.	9 knots 6 fathoms.
„ double reefed topsails.	.	.	.	9 „ 2 „

Close hauled with a head sea:

Under double reefed topsails and top-gallant sails.	.	.	.	7 „ 6 „
„ close reefed topsails and courses.	.	.	.	6 „ 0 „

Wind on the beam:

Under close reefed topsails and courses.	.	.	.	0 „ 0 „
„ treble reefed topsails and courses.	.	.	.	0 „ 0 „
„ double reefed topsails and top gallant sails.	.	.	.	11 „ 0 „

In moderate weather unable to carry royals. 11 „ 6 „

Do. with all sail set. . . . . 10 „ 6 „

Wind on the quarter:

Under double reefed topsails, top-gallant sails and studding sails	.	.	.	0 „ 0 „
In moderate weather, with royals and studding sails.	.	.	.	10 „ 4 „

Before the wind:

In a gale.	.	.	.	10 „ 0 „
In moderate weather.	.	.	.	10 „ 0 „

How does she scud in a heavy gale? No trial.

What is her best point of sailing? Close hauled.

Comparative rate of sailing with other ships? Equal to Waterwitch, superior to Persian and Acorn.

Is she, generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Very strong.

*Signed.* E. BUTTERFIELD, COMMANDER.

W. COOPER, SENIOR LIEUT.

J. PINFOUND, MASTER.

---

## H.M.S. GRECIAN.

---

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observations, between the 1st of January, 1839, and the 1st of January, 1840.

The draught of water which was estimated by the constructor to be the best trim ?	12 feet, 10 in. forward.
	14      10      aft.

The draught of water, found on trial to be her best sailing trim? . . . . .	13      3      forward.
	14      9      aft.

The rake of her masts from her perpendicular ?	Foremost 5½ in. in a fath.
	Mainmast 6½ „ „

The necessary quantity of iron ballast for her ?	15 tons
--	---------

The quantity of water she stows? . . . . .	42 tons.
--	----------

Her draught of water with as much provisions and stores as she can conveniently stow? . . . . .	13 feet, 3 inch. forward.
	14 „      9 „      aft.

The height of her ports, when fully stowed with stores and provisions? . . . . .	Foremost 7 feet, 11 in.
	Midship 5      0
	Aftermost 5      6

How many days of the following articles can she conveniently stow for her complement of men ? Provisions, 6 months

Bread	5 do.
Spirits	6 do.
Water	3 do.
Coals	6 do.

How armed ? . . . . .	On Upper Deck	2 guns. 32 pounders. 25 cwt.
		14      32      17

Does she ride easy at her anchors? Particularly easy.

## The inclination of the ship.

Under stormy staysails or trysails? . . .

„ do. and maintop sail? . . .

„ do. do. and reefed foresail? . . .

Under close reefed topsails and courses? . . .

„ treble reefed topsails and courses? . . .

„ double reefed topsails and top-gallant sails? . . .

Under all sail, except royals? . . .

„ do. when just able to carry royals? . . .

How does she carry her lee ports? Very well.

Does she roll easy or uneasy in the trough of the sea? Remarkably easy.

Does she pitch easy? Remarkably easy.

Is she, generally speaking, an easy or uneasy ship? Particularly easy on every point of sailing.

How does she, in general, carry her helm? A little a weather.

How does she steer? With great ease.

How does she stay? Quick and sure.

How does she wear? Quick and sure.

Is she weatherly or leewardly compared with other ships? Particularly weatherly.

How does she behave lying to? Dry and easy.

She has run per hour by the log, with as much wind as she could safely carry this sail to . . .

Close hauled with smooth water: . . .

Under whole or single reefed topsails and top-gallant sails. . . . 11 knots, 0 fathoms.

Under double reefed topsails . . . 0 „ 0 „

Close hauled with a head sea:

Under double reefed topsails and top-gallant sails. 8 „ 0 „

Under close reefed topsails and courses. 6 „ 0 „

Wind on the beam:

Under close reefed topsails and courses . 11 „ 0 „

Under treble reefed topsails and courses . 10 „ 6 „

Under double reefed topsails and top-gallant sails. . . . 11 „ 0 „

In moderate weather unable to carry royals . 10 „ 0 „

Do. with all sail set. . . . 12 „ 0 „

Wind on the quarter:

In a gale. . . . 12 „ 0 „

Under double reefed topsails, top-gallant sails, and studding sails. . . . 10 „ 6 „

In moderate weather, with royals and studding sails . . . . 9 „ 0 „

Before the wind:

In a gale. . . . 12 „ 0 „

In moderate weather. . . . 9 „ 0 „

How does she scud in a heavy gale? Remarkably easy and rises well to the sea without rolling much.

What is her best point of sailing? Close hauled.

Comparative rate of sailing with other ships? Beat every vessel she has yet sailed with.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Well-built, strong, and does not show any symptoms of weakness.

*Signed.* W. SMYTH, COMMANDER.

C. HESELTINE, SENIOR LIEUT.

A. B. PEARCE, MASTER.

FRAS. DEVONSHIRE, CARPENTER.

---

## H.M.S. ACORN.

---

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 1st of January, 1841, and the 1st of January, 1842.

The draught of water which was estimated by the constructor to be the best trim? . . . . . 13 feet, 0 in. forward.  
14      6      aft.

The draught of water, found on trial to be her best sailing trim? . . . . . 13      4      forward.  
14      5      aft.

The rake of her masts from her perpendicular? Foremast 6 in. in a fath.  
Mainmast 8      „      „

The necessary quantity of iron ballast for her? . . . . . 20 tons.

The quantity of water she stows? . . . . . 44 tons.

Her draught of water, with as much provisions and stores as she can conveniently stow? . . . . . 13 feet, 4 in. forward.  
14      5      aft.

The height of her ports when fully stowed with stores and provisions. . . . . Foremost 4      10  
Midship 4      3  
Aftermost 4      8

How many days of the following articles can she conveniently stow for her complement of men? Provisions 140  
Bread 112  
Spirits 140  
Water 80  
Coals 180

How armed? . . . . . On Gun Deck 4 guns. 32 pounders. 25 cwt.  
12      32      17

Does she ride easy at her anchors? Very fair.



## The inclination of the ship :

Under stormy staysails or trysails? . . .	15
„ do. and maintop sail? . . .	15
„ do. do. and reefed foresail? . . .	12
Under close reefed topsails and courses? . . .	10
„ treble reefed topsails and courses? . . .	10
„ double reefed topsails and top-gallant sails? . . .	6
Under all sail, except royals. . . . .	6
„ do. when just able to carry royals? . . .	5

How does she carry her lee ports? Well.

Does she roll easy or uneasy in the trough of the sea? Easy, but quick.

Does she pitch easy? Not very.

Is she, generally speaking, an easy or uneasy ship? Quick in her motions.

How does she, in general, carry her helm? Half a turn a weather.

How does she steer? Very well.

How does she stay? Well and quick.

How does she wear? Well.

Is she weatherly or leewardly compared with other ships? Weatherly.

How does she behave lying to? Very well.

She has run per hour by the log, with as much wind  
as she could safely carry this sail to . . . . .

## Close hauled with smooth water :

Under whole or single reefed topsails and top- gallant sails. . . . .	8 knots, 4 fathoms.
Under double reefed topsails . . . . .	8 „ 4 „

## Close hauled with a head sea :

Under double reefed topsails and top-gallant sails . . . . .	8 „ 0 „
Under close reefed topsails and courses. . . . .	6 „ 4 „

## Wind on the beam :

Under close reefed topsails and courses. . . . .	10 „ 4 „
Under treble reefed topsails and courses. . . . .	10 „ 0 „
Under double reefed topsails and top-gallant sails. . . . .	10 „ 0 „
In moderate weather unable to carry royals. . . . .	10 „ 0 „
Do. with all sail set. . . . .	10 „ 0 „

## Wind on the quarter :

Under double reefed topsails, top-gallant sails and studding sails. . . . .	10 „ 0 „
In moderate weather with royals and studding sails. . . . .	9 „ 0 „

## Before the wind :

In a gale. . . . .	
In moderate weather. . . . .	8 „ 4 „

M

How does she scud in a heavy gale? Remarkably well.

What is her best point of sailing? Two to four points free.

Comparative rate of sailing with other ships? Sept. 20th, 1841. In chase of a Brigantine in company with H.M.S. Brisk and Waterwitch, headed Brisk and ran up to Waterwitch on weather bow. Sept. 21st. In chase of English brig Rocket with a lighter breeze on port beam, going about  $4\frac{1}{2}$  knots, ran away from both Brisk and Waterwitch. Sept. 22nd. Tried rate of sailing with Waterwitch on a wind, and beat her; rate of sailing from 3 to  $4\frac{1}{2}$  knots per hour. Oct. 11th In chase of Spanish brig Hercules, in company with H.M.S. Iris, going free, rate of sailing 6 to 9 knots, was beaten about  $\frac{1}{2}$  mile per hour; subsequently beat the Iris on a wind.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Well-built and strong, not showing weakness.

*Signed.* JOHN ADAMS, COMMANDER.  
JOHN B. HANKEY, SENIOR LIEUT.  
W. BARRETT, MASTER.

---

## H.M.S. BITTERN.

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 20th of May, 1841, and the 3rd of Dec., 1842.

The draught of water which was estimated by the constructor to be the best trim?	0 feet, 0 in. forward.
	0 0 aft.
The draught of water, found on trial to be her best sailing trim?	0 0 forward.
	0 0 aft.
The rake of her masts from her perpendicular?	Foremast in. in a fath.
	Mainmast "
	Mizen-mast "
The necessary quantity of iron ballast for her?	20 tons.
The quantity of water she stows?	42 tons.
Her draught of water, with as much provisions and stores as she can conveniently stow?	13 feet, 1 in. forward.
	14 6 aft.
The height of her ports, when fully stowed with stores and provisions?	Foremost 7 4
	Midship 5 1
	Aftermost 5 5
How many days of the following articles can she conveniently stow for her complement of men?	Provisions well.
	Bread "
	Spirits "
	Water "
	Coals "
How armed?	On Gun Deck 4 guns. 32 pounders. 25 cwt.
	12 32 17
Does she ride easy at her anchors?	Yes.

The inclination of the ship.

Under stormy staysails or trysails? . . .	} Stiff.
„ do. and maintop sail? . . .	
„ do. do. and reefed foresail? . . .	
Under close reefed topsails and courses? . . .	
„ treble reefed topsails and courses? . . .	
„ double reefed topsails and top-gallant sails? . . .	
Under all sail, except royals . . . . .	}
„ do. when just able to carry royals . . . . .	

How does she carry her lee ports? Well out of the water.

Does she roll easy or uneasy in the trough of the sea? Easy.

Does she pitch easy? Quick, but easy.

Is she, generally speaking, an easy or uneasy ship? Easy.

How does she, in general, carry her helm? A weather.

How does she steer? Very easy.

How does she stay? Very well.

How does she wear? Very well.

Is she weatherly or leewardly compared with other ships? Weatherly, after a trial with Grecian and Acorn.

How does she behave lying to? No trial.

She has run per hour by the log, with as much wind as she could safely carry this sail to. . . . .

Close hauled with smooth water:

Under whole or single reefed topsails and top-gallant sails. . . . .	9 knots 4 fathoms.
Under double reefed topsails. . . . .	9 „ 0 „

Close hauled with a head sea:

Under double reefed topsails and top-gallant sails. . . . .	0 „ 0 „
Under close reefed topsails and courses. . . . .	0 „ 0 „

Wind on the beam:

Under close reefed topsails and courses. . . . .	0 „ 0 „
Under treble reefed topsails and courses. . . . .	0 „ 0 „
Under double reefed topsails and top-gallant sails. . . . .	0 „ 0 „
In moderate weather unable to carry royals. . . . .	0 „ 0 „
Do. with all sail set. . . . .	0 „ 0 „

Wind on the quarter:

Under double reefed topsails, top-gallant sails and studding sails. . . . .	0 „ 0 „
In moderate weather with royals and studding sails. . . . .	10 „ 0 „

Before the wind:

In a gale . . . . .	0 „ 0 „
In moderate weather. . . . .	9 „ 6 „

How does she scud in a heavy gale? No trial.

What is her best point of sailing? On a wind.

Comparative rate of sailing with other ships? Superior, after a trial with Grecian and Acorn.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Very strong.

*Signed.* BYRON CARY, COMMANDER.

G. J. CHARLES, MASTER.

CHARLES MERSTON, CARPENTER.

---

~~~~~

The draught of water which was estimated by the constructor to be the best trim ? . . . 0 feet, 0 in. forward.  
0 0 aft.

|                                              |            |                |
|----------------------------------------------|------------|----------------|
| The rake of her masts from her perpendicular | Foremast   | in. in a fath. |
|                                              | Mainmast   | "              |
|                                              | Mizen-mast | "              |

The quantity of water she stows? . . . 45 tons.

|                                                                                  |           |   |    |
|----------------------------------------------------------------------------------|-----------|---|----|
| The height of her ports, when fully stowed with stores and provisions? . . . . . | Foremost  | 5 | 8  |
|                                                                                  | Midship   | 4 | 10 |
|                                                                                  | Aftermost | 5 | 3½ |

|         |     |
|---------|-----|
| Bread   | 98  |
| Spirits | 112 |
| Water   | 90  |
| Coals   |     |

Does she ride easy at her anchors? . Easy.

The inclination of the ship :

|                                                  |   |   |          |
|--------------------------------------------------|---|---|----------|
| Under stormy staysails or try sails ?            | . | . | .        |
| „ do. and maintop sail ?                         | . | . | .        |
| „ do. do. and reefed fore sail ?                 | . | . | .        |
| Under closed reefed topsails and courses ?       | . | . | 10 to 14 |
| „ treble reefed topsails and courses ?           | . | . | 10 to 12 |
| „ double reefed topsails and top-gallant sails ? | . | . | 10 to 11 |
| Under all sail except royals ?                   | . | . | 8 to 11  |
| „ do. when just able to carry royals ?           | . | . | 7 to 9   |

How does she carry her lee ports. High.

Does she roll easy or uneasy in the trough of the sea ? Easy.

Does she pitch easy ? Yes, when not pressed.

Is she, generally speaking, an easy or uneasy ship ? Easy.

How does she, in general, carry her helm ? A little a weather.

How does she steer ? Easy.

How does she stay ? Easy, shoots well a-head.

How does she wear ? Very well.

Is she weatherly or leewardly compared with other ships ? Very weatherly.

How does she behave lying to ? Well and dry.

She has run per hour by the log with as much wind  
as she could safely carry this sail to. . . . .

Close hauled with smooth water :

|                                                             |   |   |   |                     |
|-------------------------------------------------------------|---|---|---|---------------------|
| Under whole or single reefed topsails and top-gallant sails | . | . | . | 9 knots, 0 fathoms. |
| Under double reefed topsails                                | . | . | . | 9 6                 |

Close hauled with a head sea :

|                                                      |   |   |   |     |
|------------------------------------------------------|---|---|---|-----|
| Under double reefed topsails and top-gallant sails ? | . | . | . | 7 0 |
| Under close reefed topsails and courses              | . | . | . | 0 0 |

Wind on the beam :

|                                                    |   |    |   |
|----------------------------------------------------|---|----|---|
| Under close reefed topsails and courses.           | . | 10 | 0 |
| Under treble reefed do. do.                        | . | 9  | 0 |
| Under double reefed topsails and top-gallant-sails | . | 10 | 6 |
| In moderate weather unable to carry royals         | . | 9  | 6 |
| Do. with all sail set.                             | . | 10 | 0 |

Wind on the quarter :

|                                                                    |   |    |   |
|--------------------------------------------------------------------|---|----|---|
| Under double reefed topsails, top-gallant sails and studding sails | . | 10 | 6 |
| In moderate weather with royals and studding sails.                | . | 10 | 6 |

Before the wind :

|                      |   |   |   |   |   |
|----------------------|---|---|---|---|---|
| In a gale            | . | . | . | . | . |
| In moderate weather. | . | . | . | 9 | 0 |

How does she scud in a heavy gale? No trial.

What is her best point of sailing? On a wind, to wind abeam or two points abaft it.

Comparative rate of sailing with other ships? Beat Charybdis, Express and Serpent with great advantage.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness?

*Signed.* JOHN B. P. HAY, COMMANDER.  
HORATIO JAEMERY, SENIOR LIEUT.  
R. HOWELL, MASTER.  
GEO. S. ALDUS, CARPENTER.

---



## H.M.S. RINGDOVE.

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the and the 13th of April, 1837.

The draught of water which was estimated by the constructor to be the best trim? 12 feet, 9 in. forward.  
14      3      aft.

The draught of water found on trial to be her best sailing trim? 13      4      forward.  
14      7      aft.

The rake of her masts from her perpendicular? Foremast  
Mainmast  
Mizen-mast

The necessary quantity of iron ballast for her? 30 tons.

The quantity of water she stows? 46 tons.

Her draught of water, with as much provisions and stores as she can conveniently stow? 13 feet, 4 in. forward.  
14      7      aft.

The height of her ports when fully stowed with stores and provisions. Foremast      6      10  
Midship      5      ½  
Aftermost      5      1 ½

How many days of the following articles can she conveniently stow for her complement of men? Provisions,  
Bread  
Spirits  
Water  
Coals } Stows her provisions well.

How armed? On Gun Deck      2 guns.      9 pounders.      0 cwt.  
14      32      0

Does she ride easy at her anchors? Easy, as far as tried.

N

The inclination of the ship:

|                                                 |                     |
|-------------------------------------------------|---------------------|
| Under stormy staysails or trysails? . . .       | } Remarkably stiff. |
| „ and maintop sail? . . .                       |                     |
| „ do. and reefed foresail? . . .                |                     |
| Under close reefed topsails and courses? .      |                     |
| „ treble reefed topsails and courses?           |                     |
| „ double reefed topsails and top-gallant sails? |                     |
| Under all sail except royals? . . .             | }                   |
| „ when just able to carry royals? . . .         |                     |

How does she carry her lee ports? Well.

Does she roll easy or uneasy in the trough of the sea? Very easy.

Does she pitch easy? Yes.

Is she generally speaking, an easy or uneasy ship? Very easy.

How does she, in general, carry her helm? Three spokes a weather.

How does she steer? Remarkably easy.

How does she stay? Remarkably quick.

How does she wear? Remarkably quick.

Is she weatherly or leewardly, compared with other ships? Very weatherly.

How does she behave lying to? Well.

She has run per hour by the log, with as much wind  
as she could safely carry this sail to. . . .

Close hauled with smooth water:

|                                                                     |                     |
|---------------------------------------------------------------------|---------------------|
| Under whole or single reefed topsails and top-gallant sails . . . . | 10 knots 0 fathoms. |
| Under double reefed topsails. . . .                                 | 9 „ 4 „             |

Closed hauled with a head sea:

|                                                             |         |
|-------------------------------------------------------------|---------|
| Under double reefed topsails and top-gallant sails. . . . . | 0 „ 0 „ |
| Under close reefed topsails and courses . . . .             | 0 „ 0 „ |

Wind on the beam:

|                                                             |          |
|-------------------------------------------------------------|----------|
| Under close reefed topsails and courses. . . .              | 0 „ 0 „  |
| Under treble do. do. . . .                                  | 0 „ 0 „  |
| Under double reefed topsails and top-gallant sails. . . . . | 0 „ 0 „  |
| In moderate weather unable to carry royals. .               | 11 „ 4 „ |
| Do. with all sail set. . . . .                              | 0 „ 0 „  |

Wind on the quarter:

|                                                                               |         |
|-------------------------------------------------------------------------------|---------|
| Under double reefed topsails, top-gallant sails, and studding sails . . . . . | 0 „ 0 „ |
| In moderate weather with royals and studding sails. . . . .                   | 0 „ 0 „ |

Before the wind:

|                               |          |
|-------------------------------|----------|
| In a gale. . . . .            | 0 „ 0 „  |
| In moderate weather . . . . . | 10 „ 6 „ |

How does she scud in a heavy gale? No trial.

What is her best point of sailing? Wind two points abaft the beam.

Comparative rate of sailing with other ships? Fast.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Well built.

*Signed.* W. LAPIDGE, COMMANDER.

---

## H.M.S. HARLEQUIN.

---

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 1st of January, 1843, and the 1st of January, 1844.

|                                                                                            |                         |
|--------------------------------------------------------------------------------------------|-------------------------|
| The draught of water which was estimated by the constructor to be the best trim? . . . . . | 12 feet, 9 in. forward. |
|                                                                                            | 14      3      aft.     |

|                                                                             |                        |
|-----------------------------------------------------------------------------|------------------------|
| The draught of water, found on trial to be her best sailing trim? . . . . . | 0      0      forward. |
|                                                                             | 0      0      aft.     |

|                                                         |                               |
|---------------------------------------------------------|-------------------------------|
| The rake of her masts from her perpendicular? . . . . . | Foremast 6 1-3 in. in a fath. |
|                                                         | Mainmast 6 2-3 „ „            |

|                                                           |          |
|-----------------------------------------------------------|----------|
| The necessary quantity of iron ballast for her? . . . . . | 17 tons. |
|-----------------------------------------------------------|----------|

|                                            |          |
|--------------------------------------------|----------|
| The quantity of water she stows? . . . . . | 46 tons. |
|--------------------------------------------|----------|

|                                                                                                  |                         |
|--------------------------------------------------------------------------------------------------|-------------------------|
| Her draught of water, with as much provisions and stores as she can conveniently stow? . . . . . | 13 feet, 6 in. forward. |
|                                                                                                  | 14      10      aft.    |

|                                                                               |  |           |   |    |
|-------------------------------------------------------------------------------|--|-----------|---|----|
| The height of her ports when fully stowed with stores and provisions. . . . . |  | Foremost  | 5 | 10 |
|                                                                               |  | Midship   | 4 | 9  |
|                                                                               |  | Aftermost | 5 | 0  |

How many days of the following articles can she conveniently stow for her complement of men? Provisions

Bread

Spirits

Water

Coals

|                      |             |                              |
|----------------------|-------------|------------------------------|
| How armed? . . . . . | On Gun Deck | 2 guns. 32 pounders. 25 cwt. |
|                      |             | 14      32      17           |

Does she ride easy at her anchors? Yes.

The inclination of the ship.

|                                                    |   |   |   |
|----------------------------------------------------|---|---|---|
| Under stormy staysails or trysails?                | . | . | . |
| „ do. and maintop sail?                            | . | . | . |
| „ do. and reefed foresail?                         | . | . | . |
| „ close reefed topsails and courses?               | . | . | . |
| „ treble reefed topsails and courses?              | . | . | . |
| „ double reefed topsails and top-gallant<br>sails? | . | . | 9 |
| „ all sail, except royals?                         | . | . | 6 |
| „ do. when just able to carry royals?              | . | . | 5 |

How does she carry her lee ports? Very well.

Does she roll easy or uneasy in the trough of the sea? Easy, but deep.

Does she pitch easy? Yes.

Is she generally speaking, an easy or uneasy ship? Easy.

How does she, in general, carry her helm? Half a turn a weather.

How does she steer? Very well.

How does she stay? Very quick.

How does she wear? Very quick.

Is she weatherly or leewardly compared with other ships? Very weatherly.

How does she behave lying to? No trial.

She has run per hour by the log, with as much wind

as she could safely carry this sail to. . . . .

Closed hauled with smooth water:

|                                                                  |   |   |   |   |                    |
|------------------------------------------------------------------|---|---|---|---|--------------------|
| Under whole or single reefed topsails and top-<br>gallant sails. | . | . | . | . | 9 knots 4 fathoms. |
| „ double reefed topsails.                                        | . | . | . | . | 7 „ 6 „            |

Close hauled with a head sea:

|                                                        |   |   |   |   |         |
|--------------------------------------------------------|---|---|---|---|---------|
| Under double reefed topsails and top-gallant<br>sails. | . | . | . | . | 0 „ 0 „ |
| „ close reefed topsails and courses.                   | . | . | . | . | 0 „ 0 „ |

Wind on the beam:

|                                                    |   |   |   |   |          |
|----------------------------------------------------|---|---|---|---|----------|
| Under close reefed topsails and courses.           | . | . | . | . | 0 „ 0 „  |
| „ treble reefed topsails and courses.              | . | . | . | . | 0 „ 0 „  |
| „ double reefed topsails and top-gallant<br>sails. | . | . | . | . | 11 „ 4 „ |

In moderate weather unable to carry royals. 10 „ 6 „

Do. with all sail set. . . . . 9 „ 6 „

Wind on the quarter:

|                                                                       |   |   |   |   |         |
|-----------------------------------------------------------------------|---|---|---|---|---------|
| Under double reefed topsails, top-gallant sails<br>and studding sails | . | . | . | . | 0 „ 0 „ |
|-----------------------------------------------------------------------|---|---|---|---|---------|

In moderate weather, with royals and studding  
sails. . . . . 8 „ 6 „

Before the wind:

In a gale. . . . . 10 „ 0 „

In moderate weather. . . . . 8 „ 2 „

How does she scud in a heavy gale? Well.

What is her best point of sailing? On a wind in smooth water, but when blowing fresh, a point free.

Comparative rate of sailing with other ships? Tried rate of sailing with H.M.S. Wanderer, neither vessel having any advantage.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Well-built.

*Signed.* G. J. HASTINGS, COMMANDER.

H. CHADS, SENIOR LIEUT.

J. EDINGTON, MASTER.

---

---

Digitized by Google

The inclination of the ship.

|                                                  |    |
|--------------------------------------------------|----|
| Under stormy staysails or trysails ?             | 10 |
| „ do. and maintop sail ?                         | 11 |
| „ do. do. and reefed foresail ?                  | 10 |
| Under close reefed topsails and courses ?        | 10 |
| „ treble reefed topsails and courses ?           | 9  |
| „ double reefed topsails and top-gallant sails ? | 7  |
| Under all sail, except royals ?                  | 7  |
| „ do. when just able to carry royals ?           | 4  |

How does she carry her lee ports ? Well above water.

Does she roll easy or uneasy in the trough of the sea ? Easy, but quick.

Does she pitch easy ? Yes.

Is she, generally speaking, an easy or uneasy ship ? Easy.

How does she, in general, carry her helm ? Half a turn a weather.

How does she steer ? Very well.

How does she stay ? Well and quick.

How does she wear ? Short round.

Is she weatherly or leewardly compared with other ships ? Very weatherly.

How does she behave lying to ? Very well, no ship better.

She has run per hour by the log, with as much wind

as she could safely carry this sail to . . .

Close hauled with smooth water: . . .

Under whole or single reefed topsails and top-gallant sails. . . . . 9 knots, 0 fathoms.

Under double reefed topsails . . . . . 9 „ 0 „

Close hauled with a head sea:

Under double reefed topsails and top-gallant sails. 7 „ 6 „

Under close reefed topsails and courses. . 6 „ 4 „

Wind on the beam :

Under close reefed topsails and courses . 10 „ 0 „

Under treble reefed topsails and courses . 10 „ 6 „

Under double reefed topsails and top-gallant sails. . . . . 10 „ 6 „

In moderate weather unable to carry royals . 9 „ 6 „

Do. with all sail set. . . . . 9 „ 0 „

Wind on the quarter :

Under double reefed topsails, top-gallant sails, and studding sails. . . . . 0 „ „

In moderate weather, with royals and studding sails . . . . . 10 „ 0 „

Before the wind :

In a gale. . . . . 11 „ 0 „

In moderate weather. . . . . 10 „ 0 „

How does she scud in a heavy gale ? No trial.



What is her best point of sailing? Close hauled.

Comparative rate of sailing with other ships? Superior.

Is she, generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Strong and well built.

*Signed.* THOMAS BUSHBY, COMMANDER.

J. W. AUSTIN, SENIOR LIEUT.

W. H. COOKE, CARPENTER.

---

~~~~~

The draught of water which was estimated by the constructor to be the best trim? . . . 13 feet, 8 in. forward.  
14 6 aft.

The draught of water, found on trial to be her best			
sailing trim ?	.	.	13 8 forward.
			14 8 aft.

The rake of her masts from her perpendicular?	Foremast	4½ in. in a fath.
	Mainmast	6 1-3       „

The necessary quantity of iron ballast for her?      20 tons.

The quantity of water she stows? . . . 48 tons.

Her draught of water, with as much provisions and stores as she can conveniently stow? . . . . . 13 feet, 8 in. forward.  
14 8½ aft.

The height of her ports, when fully stowed with stores and provisions.	Foremost	6	1
	Midship	5	0
	Aftermost	5	3

How many days of the following articles can she conveniently stow for her complement of men? Provisions 120

Bread	130
Spirits	130
Water	60
Coals	190 tons.

How armed?	On Gun Deck	2 guns. 9 pounders. 26 cwt.
		14      32      17

**Does she ride easy at her anchors? Very easy.**

## The inclination of the ship.

Under stormy staysails or trysails? . . .	}
„ do. and maintop sail? . . .	
„ do. do. and reefed foresail? . . .	
Under close reefed topsails and courses? . . .	
„ treble reefed topsails and courses? . . .	
„ double reefed topsails and top-gallant sails? . . .	
Under all sail, except royals . . .	}
„ do. when just able to carry royals . . .	

How does she carry her lee ports? Easy, but quick.

Does she roll easy or uneasy in the trough of the sea? Easy, but deep.

Does she pitch easy? Easy.

Is she, generally speaking, an easy or uneasy ship? Easy.

How does she, in general, carry her helm? Two spokes a weather.

How does she steer? Uncommonly well.

How does she stay? Quickly.

How does she wear? Very well.

Is she weatherly or leewardly compared with other ships? Weatherly, compared with *Modeste*, in April, 1838.

How does she behave lying to? No trial.

She has run per hour by the log, with as much wind as she could safely carry this sail to. . . .

Close hauled with smooth water :

Under whole or single reefed topsails and top-gallant sails. . . . .	9 knots 2 fathoms.
Under double reefed topsails. . . . .	9 „ 4 „

Close hauled with a head sea :

Under double reefed topsails and top-gallant sails. . . . .	7 „ 0 „
Under close reefed topsails and courses. . . . .	0 „ 0 „

Wind on the beam :

Under close reefed topsails and courses. . . . .	0 „ 0 „
Under treble reefed topsails and courses. . . . .	0 „ 0 „
Under double reefed topsails and top-gallant sails. . . . .	10 „ 6 „
In moderate weather unable to carry royals. . . . .	9 „ 0 „
Do. with all sail set. . . . .	8 „ 0 „

Wind on the quarter :

Under double reefed topsails, top-gallant sails and studding sails. . . . .	10 „ 6 „
In moderate weather with royals and studding sails. . . . .	8 „ 0 „

Before the wind :

In a gale . . . . .	10 „ 6 „
In moderate weather. . . . .	7 „ 4 „

How does she scud in a heavy gale? Very well.

What is her best point of sailing? The wind a point free.

Comparative rate of sailing with other ships? Beat the Pylades 1 mile per hour in the run from St. Helena to Ascension.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Strong.

*Signed.* J. REEVE, COMMANDER.

R. W. KING, SENIOR LIEUT.

B. MILLER, MASTER.

P. SANDERS, CARPENTER.

---

## H.M.S. PANTALOON.

---

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 20th of July, 1832, and the 2nd of Sept., 1834.

The draught of water which was estimated by the constructor to be the best trim? 11 feet, 7 in. forward.  
13 3 aft.

The draught of water, found on trial to be her best sailing trim? 11 8 forward.  
13 2 aft.

The rake of her masts from her perpendicular? Foremast in. in a fath.  
Mainmast „  
Mizen-mast „

The necessary quantity of iron ballast for her? 23 tons.

The quantity of water she stows? 28 tons.

Her draught of water, with as much provisions and stores as she can conveniently stow? 11 feet, 8 in. forward.  
13 2 aft.

The height of her ports, when fully stowed with stores and provisions? Foremost 0 0  
Midship 0 0  
Aftermost 0 0

How many days of the following articles can she conveniently stow for her complement of men? Provisions 4 months

Bread „  
Spirits „  
Water „  
Coals „

How armed? On Gun Deck 10 guns. 32 pounders. 0 cwt.

Does she ride easy at her anchors?

The inclination of the ship :

Under stormy staysails or trysails? .  
 „ do. and maintop sail? .  
 „ do. do. and reefed fore sail? .  
 Under closed reefed topsails and courses?  
 „ treble reefed topsails and courses?  
 „ double reefed topsails and top-gallant sails?  
 Under all sail except royals? .  
 „ do. when just able to carry royals?

} Remarkably stiff.

How does she carry her lee ports. Well out of the water.

Does she roll easy or uneasy in the trough of the sea? Briskly, but easy.

Does she pitch easy? Pitches deep, but does not strain.

Is she, generally speaking, an easy or uneasy ship? Easy.

How does she, in general, carry her helm? Amidships.

How does she steer? Uncommonly well.

How does she stay? Remarkably quick.

How does she wear? Remarkably quick.

Is she weatherly or leewardly compared with other ships? Weatherly, beyond comparison.

How does she behave lying to? Exceedingly well.

She has run per hour by the log with as much wind as she could safely carry this sail to. . . . .

Close hauled with smooth water :

Under whole or single reefed topsails and top-gallant sails . . . . knots, fathoms.

Under double reefed topsails . . . .

Close hauled with a head sea :

Under double reefed topsails and top-gallant sails? . . . . .

Under close reefed topsails and courses . . . . .

Wind on the beam :

Under close reefed topsails and courses. . . . .

Under treble reefed do. do. . . . .

Under double reefed topsails and top-gallant-sails . . . . .

In moderate weather unable to carry royals . . . . .

Do. with all sail set. . . . .

Wind on the quarter :

Under double reefed topsails, top-gallant sails and studding sails . . . . .

In moderate weather with royals and studding sails. . . . .

Before the wind :

In a gale . . . . .

In moderate weather. . . . .

How does she scud in a heavy gale?

What is her best point of sailing? On a wind.

Comparative rate of sailing with other ships? Beat only by Vernon & Snake.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Well built.

These Remarks are founded from two years experience, during which period we were chiefly employed in conveying the mail to and from Lisbon, and had good opportunities of trying her in all weathers, particularly in the gales of February, 1833, when her amazing weatherly qualities, under low sail and dryness lying-to, were most astonishing. She scuds admirably well, having come home from Lisbon in June, 1834, in as heavy a gale as the oldest seaman on board had ever witnessed; I believe the passage to be the shortest ever known. Whilst on that service I have had trials with many packets, none of which had any chance with the Pantaloon; we likewise beat the Briton, Nimrod, and Orestes on the Lisbon station.

I have only to add that her accommodations on the lower deck for her men are capital, and that our sick list was uncommonly small, taking into consideration the constant exposure to wet weather.

*Signed.* E. DACKES, LIEUT. COMMANDING.

---

~~~~~

The draught of water which was estimated by the constructor to be the best trim ? . . . 0 feet, 0 in. forward.  
0 0 aft.

|                                                     |    |            |
|-----------------------------------------------------|----|------------|
| The draught of water, found on trial to be her best |    |            |
| sailing trim? . . . . .                             | 11 | 4 forward. |
|                                                     | 13 | 0 aft.     |

|                                              |                               |
|----------------------------------------------|-------------------------------|
| The rake of her masts from her perpendicular | Foremast 6 3-8 in. in a fath. |
|                                              | Mainmast 7 ..                 |

The necessary quantity of iron ballast for her? 32 tons.

The quantity of water she stows? . . . 23 tons.

Her draught of water, with as much provisions and stores as she can conveniently stow? . . . 11 feet, 4 in. forward.  
13 0 aft.

|                                                                                  |          |   |   |
|----------------------------------------------------------------------------------|----------|---|---|
| The height of her ports, when fully stowed with stores and provisions? . . . . . | Foremost | 5 | 1 |
|                                                                                  | Midship  | 4 | 5 |
|                                                                                  | Aftmost  | 4 | 6 |

|                                                                                              |            |     |
|----------------------------------------------------------------------------------------------|------------|-----|
| How many days of the following articles can she conveniently stow for her complement of men? | Provisions | 112 |
|                                                                                              | Bread      | 140 |
|                                                                                              | Spirits    | 158 |
|                                                                                              | Water      | 70  |
|                                                                                              | Coals      | 140 |

How armed? . . . On Gun Deck 8 guns. 18 pounders. 15 cwt.

Does she ride easy at her anchors? . Easy.



The inclination of the ship :

|                                                        |    |
|--------------------------------------------------------|----|
| Under stormy staysails or trysails ? . . .             |    |
| „ do. and maintop sail ? . . .                         |    |
| „ do. do. and reefed foresail ? . . .                  |    |
| Under close reefed topsails and courses ? . . .        |    |
| „ treble reefed topsails and courses ? . . .           |    |
| „ double reefed topsails and top-gallant sails ? . . . | 7½ |
| Under all sail, except royals. . . . .                 | 5  |
| „ do. when just able to carry royals ? . . .           | 6  |

How does she carry her lee ports ? Well.

Does she roll easy or uneasy in the trough of the sea ? Quick, but easy.

Does she pitch easy ? Easy.

Is she, generally speaking, an easy or uneasy ship ? Very easy.

How does she, in general, carry her helm ? Amidships.

How does she steer ? Easy.

How does she stay ? Remarkably quick and well.

How does she wear ? Very well.

Is she weatherly or leewardly compared with other ships ? Very weatherly.

How does she behave lying to ? No trial.

She has run per hour by the log, with as much wind as she could safely carry this sail to . . . . .

Close hauled with smooth water :

|                                                                      |                     |
|----------------------------------------------------------------------|---------------------|
| Under whole or single reefed topsails and top-gallant sails. . . . . | 9 knots, 6 fathoms. |
| Under double reefed topsails . . . . .                               | 9 „ 0 „             |

Close hauled with a head sea :

|                                                              |         |
|--------------------------------------------------------------|---------|
| Under double reefed topsails and top-gallant sails . . . . . | 7 „ 0 „ |
| Under close reefed topsails and courses. . . . .             | 0 „ 0 „ |

Wind on the beam :

|                                                             |          |
|-------------------------------------------------------------|----------|
| Under close reefed topsails and courses. . . . .            | 0 „ 0 „  |
| Under treble reefed topsails and courses. . . . .           | 0 „ 0 „  |
| Under double reefed topsails and top-gallant sails. . . . . | 11 „ 0 „ |
| In moderate weather unable to carry royals. . . . .         | 10 „ 4 „ |
| Do. with all sail set. . . . .                              | 11 „ 0 „ |

Wind on the quarter :

|                                                                             |          |
|-----------------------------------------------------------------------------|----------|
| Under double reefed topsails, top-gallant sails and studding sails. . . . . | 11 „ 0 „ |
| In moderate weather with royals and studding sails. . . . .                 | 10 „ 4 „ |

Before the wind :

|                               |          |
|-------------------------------|----------|
| In a gale. . . . .            |          |
| In moderate weather . . . . . | 10 „ 0 „ |

P

How does she scud in a heavy gale? No trial.

What is her best point of sailing? Wind before the beam.

Comparative rate of sailing with other ships? In a trial with Dolphin, decidedly superior on a wind; Iris had the advantage in a short trial, when Rapid was light.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Remarkably strong and light.

*Signed.* H. A. FOOTE, LIEUT. COMMANDER.

---

# H.M.S. BONETTA.

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 1st of January, 1837, and the 1st of January, 1838.

The draught of water which was estimated by the constructor to be the best trim? . . . . . 11 feet, 0 in. forward.  
12 6 aft.

The draught of water found on trial to be her best sailing trim? . . . . . 11 6 forward.  
13 0 aft.

The rake of her masts from her perpendicular? Foremast  
Mainmast

The necessary quantity of iron ballast for her? 20 tons.

The quantity of water she stows? 30 tons.

Her draught of water, with as much provisions and stores as she can conveniently stow? . . . . . 11 feet, 0 in. forward.  
12 6 aft.

The height of her ports when fully stowed with stores and provisions. . . . . Foremost 7 5  
Midship 6 2½  
Aftermost 7 0

How many days of the following articles can she conveniently stow for her complement of men? Provisions, }  
Bread } Stows her provisions very  
Spirits } well.  
Water }  
Coals }

How armed? . . . . . On Gun Deck 6 guns. 18 pounders. 0 cwt.

Does she ride easy at her anchors? . . . . . Yes.

The inclination of the ship :

|                                                 |                                       |
|-------------------------------------------------|---------------------------------------|
| Under stormy staysails or trysails? . . .       | } She stands well under<br>her sails. |
| „ and maintop sail? . . .                       |                                       |
| „ do. and reefed foresail? . . .                |                                       |
| Under close reefed topsails and courses? .      |                                       |
| „ treble reefed topsails and courses?           |                                       |
| „ double reefed topsails and top-gallant sails? |                                       |
| Under all sail except royals? . . .             |                                       |
| „ when just able to carry royals? . . .         |                                       |

How does she carry her lee ports? Very high out of the water.

Does she roll easy or uneasy in the trough of the sea? Remarkably easy.

Does she pitch easy? Yes.

Is she generally speaking, an easy or uneasy ship? Easy.

How does she, in general, carry her helm? A little a weather.

How does she steer? Easy.

How does she stay? Very well.

How does she wear? Middling.

Is she weatherly or leewardly, compared with other ships? Very weatherly.

How does she behave lying to? Well.

She has run per hour by the log, with as much wind  
as she could safely carry this sail to. . . .

Close hauled with smooth water :

|                                                                           |                    |
|---------------------------------------------------------------------------|--------------------|
| Under whole or single reefed topsails and top-<br>gallant sails . . . . . | 9 knots 4 fathoms. |
| Under double reefed topsails. . . . .                                     | 8 „ 4 „            |

Closed hauled with a head sea :

|                                                                |         |
|----------------------------------------------------------------|---------|
| Under double reefed topsails and top-gallant<br>sails. . . . . | 0 „ 0 „ |
| Under close reefed topsails and courses . . . . .              | 0 „ 0 „ |

Wind on the beam :

|                                                                |          |
|----------------------------------------------------------------|----------|
| Under close reefed topsails and courses. . . . .               | 0 „ 0 „  |
| Under treble do. do. . . . .                                   | 0 „ 0 „  |
| Under double reefed topsails and top-gallant<br>sails. . . . . | 0 „ 0 „  |
| In moderate weather unable to carry royals. . . . .            | 0 „ 0 „  |
| Do. with all sail set. . . . .                                 | 11 „ 4 „ |

Wind on the quarter :

|                                                                                  |         |
|----------------------------------------------------------------------------------|---------|
| Under double reefed topsails, top-gallant sails,<br>and studding sails . . . . . | 0 „ 0 „ |
| In moderate weather with royals and studding<br>sails. . . . .                   | 0 „ 0 „ |

Before the wind :

|                               |          |
|-------------------------------|----------|
| In a gale. . . . .            | 0 „ 0 „  |
| In moderate weather . . . . . | 10 „ 4 „ |

How does she scud in a heavy gale?

What is her best point of sailing? From close hauled to wind abeam, or two points abaft.

Comparative rate of sailing with other ships? Very good.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Well built and strong.

*Signed.* W. P. DESCHAMPS, LIEUT. COMMANDER.

## H.M.S. PANDORA.

---

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 4th of March, 1836, and the 1st of January, 1837.

The draught of water which was estimated by the constructor to be the best trim? . . . . . 0 feet, 0 in. forward.  
0 0 aft.

The draught of water, found on trial to be her best sailing trim? . . . . . 11 0 forward.  
12 10 aft.

The rake of her masts from her perpendicular? Foremast in. in a fath.  
Mainmast " "

The necessary quantity of iron ballast for her? . 25 tons.

The quantity of water she stows? . . . 24 tons.

Her draught of water, with as much provisions and stores as she can conveniently stow? . . . 11 feet, 0 in. forward.  
12 10 aft.

The height of her ports when fully stowed with stores and provisions. . . . . Foremost 0 0  
Midship 5 7½  
Aftermost 0 0

How many days of the following articles can she conveniently stow for her complement of men? Provisions, 5 months under hatches-

Bread " "  
Spirits " "  
Water " "  
Coals " "

How armed? . . . On Gun Deck 4 guns. 9 pounds. 13 cwt.  
0 0 0

Does she ride easy at her anchors? Yes.

The inclination of the ship :

Under stormy staysails or trysails ? .

„ do. and maintop sail ? .

„ do. do. and reefed fore sail ? .

Under closed reefed topsails and courses ?

„ treble reefed topsails and courses ?

„ double reefed topsails and top-gallant sails ?

Under all sail except royals ? .

„ do. when just able to carry royals ?

} Never heels more than five degrees.

How does she carry her lee ports. Very high out of the water.

Does she roll easy or uneasy in the trough of the sea? Remarkably easy.

Does she pitch easy? Very easy, not having washed away anything forward during the nine months in commission.

Is she, generally speaking, an easy or uneasy ship? The easiest vessel we ever sailed in.

How does she, in general, carry her helm? A little a weather.

How does she steer? Very well.

How does she stay? Stays like a cutter.

How does she wear? Very handy.

Is she weatherly or leewardly compared with other ships? She has both fore-reached and weathered every thing we have met with.

How does she behave lying to? Very dry and easy.

She has run per hour by the log with as much wind as she could safely carry this sail to. . . . .

Close hauled with smooth water :

Under whole or single reefed topsails and top-gallant sails . . . . . 9 knots, 0 fathoms.

Under double reefed topsails . . . . . Within five prints from the wind.

Close hauled with a head sea :

Under double reefed topsails and top-gallant sails? . . . . .

Under close reefed topsails and courses .

Wind on the beam :

Under close reefed topsails and courses. .

Under treble reefed do. do. .

Under double reefed topsails and top-gallant-sails . . . . .

In moderate weather unable to carry royals .

Do. with all sail set. . . . . 11 „ 4 „

Wind on the quarter :

Under double reefed topsails, top-gallant sails and studding sails . . . . .

In moderate weather with royals and studding sails. . . . .

Before the wind:

In a gale . . . . .

Before the wind :

In moderate weather. . . . . 10 " 4 "

How does she scud in a heavy gale ?

What is her best point of sailing? On a wind

Comparative rate of sailing with other ships? Has beaten every thing we have sailed with in an extraordinary manner.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Does not show weakness.

*Signed.* R. W. JONES, LIEUT. COMMANDER.

W. ARCHER, SECOND MASTER.



## H.M.S. DOLPHIN.

---

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observations, between the 20th of August, 1837, and the 1st of January, 1838.

The draught of water which was estimated by the constructor to be the best trim ?

11 feet, 6 in. forward.

13        0        aft.

The draught of water, found on trial to be her best sailing trim? . . . . .

forward.

aft.

The rake of her masts from her perpendicular ?

Foremost        in. in a fath.

Mainmast        „        „

The necessary quantity of iron ballast for her ?

20 tons

The quantity of water she stows? . . . .

30 tons.

Her draught of water with as much provisions and stores as she can conveniently stow ? . . . . .

11 feet, 2 inch. forward.

12 „ 11 „ aft.

The height of her ports, when fully stowed with stores and provisions? . . . . .

Foremost 6 feet, 11 in.

Midship 6        1

Aftermost 6        2

How many days of the following articles can she conveniently stow for her complement of men ? Provisions, 5 months

Bread

Spirits

Water

Coals

} Stows her provisions well.

How armed ? . . . . . On Gun Deck 1 gun. 32 pounders. 49 cwt.

2        32        32

Does she ride easy at her anchors?

Q

## The inclination of the ship.

|                                                     |          |
|-----------------------------------------------------|----------|
| Under stormy staysails or trysails? . .             | } Stiff. |
| „ do. and maintop sail? . .                         |          |
| „ do. do. and reefed foresail? . .                  |          |
| Under close reefed topsails and courses? . .        |          |
| „ treble reefed topsails and courses? . .           |          |
| „ double reefed topsails and top-gallant sails? . . |          |
| Under all sail, except royals . . . .               |          |
| „ do. when just able to carry royals . .            |          |

How does she carry her lee ports? High.

Does she roll easy or uneasy in the trough of the sea? Easy.

Does she pitch easy? Yes.

Is she, generally speaking, an easy or uneasy ship? Easy.

How does she, in general, carry her helm? Two spokes a weather.

How does she steer? Easy.

How does she stay? Well.

How does she wear? Well.

Is she weatherly or leewardly compared with other ships? Weatherly.

How does she behave lying to? No trial.

She has run per hour by the log, with as much wind  
as she could safely carry this sail to. . . . .

Close hauled with smooth water:

|                                                                          |                    |
|--------------------------------------------------------------------------|--------------------|
| Under whole or single reefed topsails and top-<br>gallant sails. . . . . | 9 knots 4 fathoms. |
| Under double reefed topsails. . . . .                                    |                    |

Close hauled with a head sea:

|                                                                |  |
|----------------------------------------------------------------|--|
| Under double reefed topsails and top-gallant<br>sails. . . . . |  |
| Under close reefed topsails and courses. . . . .               |  |

Wind on the beam:

|                                                                |  |
|----------------------------------------------------------------|--|
| Under close reefed topsails and courses. . . . .               |  |
| Under treble reefed topsails and courses. . . . .              |  |
| Under double reefed topsails and top-gallant<br>sails. . . . . |  |
| In moderate weather unable to carry royals.                    |  |
| Do. with all sail set.                                         |  |

Wind on the quarter:

|                                                                                |  |
|--------------------------------------------------------------------------------|--|
| Under double reefed topsails, top-gallant sails<br>and studding sails. . . . . |  |
| In moderate weather with royals and studding<br>sails. . . . .                 |  |

Before the wind:

|                              |  |
|------------------------------|--|
| In a gale . . . . .          |  |
| In moderate weather. . . . . |  |

How does she scud in a heavy gale?

What is her best point of sailing. Wind a beam.

Comparative rate of sailing with other ships? Has beaten every man-of-war she has sailed with.

Is she, generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Well-built and strong.

*Signed.* P. CAMPBELL, LIEUT. COMMANDER.

W. PIX, SECOND MASTER.

---



The inclination of the ship.

|                                                        |                              |
|--------------------------------------------------------|------------------------------|
| Under stormy staysails or trysails ? .                 | } Not correctly ascertained. |
| „ do. and maintop sail ? .                             |                              |
| „ do. and reefed foresail ? .                          |                              |
| „ close reefed topsails and courses ?                  |                              |
| „ treble reefed topsails and courses ?                 |                              |
| „ double reefed topsails and top-gallant sails ? . . . |                              |
| „ all sail, except royals ? .                          |                              |
| „ do. when just able to carry royals ?                 |                              |

How does she carry her lee ports ? Well out of the water.

Does she roll easy or uneasy in the trough of the sea ? Easy, but quick, without straining.

Does she pitch easy ? Easy

Is she generally speaking, an easy or uneasy ship ? Quick and easy.

How does she, in general, carry her helm ? A little a weather.

How does she steer ? Well.

How does she stay ? Very well.

How does she wear ? Very well.

Is she weatherly or leewardly compared with other ships ? Holds her own with other vessels she has tried with and forereaches.

How does she behave lying to ? Extremely well.

She has run per hour by the log, with as much wind as she could safely carry this sail to. . . . .

Closed hauled with smooth water :

|                                                                      |                    |
|----------------------------------------------------------------------|--------------------|
| Under whole or single reefed topsails and top-gallant sails. . . . . | 9 knots 6 fathoms. |
| „ double reefed topsails. . . . .                                    | 10 „ 0 „           |

Close hauled with a head sea :

|                                                             |         |
|-------------------------------------------------------------|---------|
| Under double reefed topsails and top-gallant sails. . . . . | 8 „ 0 „ |
| „ close reefed topsails and courses. . . . .                | 7 „ 0 „ |

Wind on the beam :

|                                                         |          |
|---------------------------------------------------------|----------|
| Under close reefed topsails and courses. . . . .        | 11 „ 0 „ |
| „ treble reefed topsails and courses. . . . .           | 11 „ 0 „ |
| „ double reefed topsails and top-gallant sails. . . . . | 12 „ 6 „ |

In moderate weather unable to carry royals. 10 „ 0 „

Do. with all sail set. . . . . 9 „ 6 „

Wind on the quarter :

In a gale . . . . . 13 „ 0 „

Under double reefed topsails, top-gallant sails and studding sails . . . . . 10 „ 4 „

In moderate weather, with royals and studding sails. . . . . 9 „ 0 „

Before the wind :

In a gale. . . . . 14 „ 0 „

In moderate weather. . . . . 10 „ 0 „

How does she scud in a heavy gale? Very well, steers easily.

What is her best point of sailing? Wind a point or two abaft the beam.

Comparative rate of sailing with other ships? Have had but little with vessels of war, but generally had the advantage.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Well-built and strong.

*Signed.* J. H. TURNER, LIEUT. COMMANDER.

~~~~~

The inclination of the ship.

Under stormy staysails or try sails?	.	.	
„ do. and maintop sail?	.	.	
„ do. do. and reefed foresail?	.	.	
Under close reefed topsails and courses?	.	.	Stiff.
„ treble reefed topsails and courses?	.	.	
„ double reefed topsails and top-gallant sails?	.	.	
Under all sail, except royals?	.	.	
„ do. when just able to carry royals?	.	.	

How does she carry her lee ports? Well.

Does she roll easy or uneasy in the trough of the sea? Easy.

Does she pitch easy? Easy when improper sail is not carried.

Is she, generally speaking, an easy or uneasy ship? Easy.

How does she, in general, carry her helm? A weather.

How does she steer? Remarkably easy.

How does she stay? Very well.

How does she wear? Very well.

Is she weatherly or leewardly compared with other ships? Very weatherly.

How does she behave lying to? Very well.

She has run per hour by the log, with as much wind as she could safely carry this sail to . . .

Close hauled with smooth water: . . .

Under whole or single reefed topsails and top-gallant sails. . . . 9 knots, 6 fathoms.

Under double reefed topsails . . . 9 „ 0 „

Close hauled with a head sea:

Under double reefed topsails and top-gallant sails. 0 „ 0 „

Under close reefed topsails and courses. 0 „ 0 „

Wind on the beam:

Under close reefed topsails and courses . 0 „ 0 „

Under treble reefed topsails and courses . 0 „ 0 „

Under double reefed topsails and top-gallant sails. . . . 0 „ 0 „

In moderate weather unable to carry royals . 0 „ 0 „

Do. with all sail set. . . . 0 „ 0 „

Wind on the quarter:

Under double reefed topsails, top-gallant sails, and studding sails. . . . 0 „ 0 „

In moderate weather, with royals and studding sails . . . . 0 „ 0 „

Before the wind:

In a gale. . . . 0 „ 0 „

In moderate weather. . . . 10 „ 0 „

How does she scud in a heavy gale?



What is her best point of sailing? On a wind.

Comparative rate of sailing with other ships? Beat the Wolverine on a wind.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Well built and strong.

*Signed.* EDMUND WILLSON, LIEUT. COMMANDER.

J. W. M. HALL, SECOND MASTER.

---

## H.M.S. EXPRESS.

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 31st of January, 1836, and the 7th of January, 1840.

The draught of water which was estimated by the constructor to be the best trim?	11 feet, 3 in. forward.
	12      6      aft.
The draught of water, found on trial to be her best sailing trim?	11      2      forward.
	12      6      aft.
The rake of her masts from her perpendicular?	Foremast      in. in a fath.
	Mainmast      „
	Mizen-mast      „
The necessary quantity of iron ballast for her?	tons.
The quantity of water she stows?	466 tons.
Her draught of water, with as much provisions and stores as she can conveniently stow?	11 feet, 2 in. forward.
	12      6      aft.
The height of her ports, when fully stowed with stores and provisions?	Foremost      0      0
	Midship      0      0
	Aftermost      0      0
How many days of the following articles can she conveniently stow for her complement of men? Provisions	} Stows five months provisions well.
Bread	
Spirits	
Water	
Coals	
How armed?	On Gun Deck      4 guns. 9 pounders. 11 cwt.
Does she ride easy at her anchors?	Yes.

The inclination of the ship :

Under stormy staysails or trysails? .	}	Stands up very well in deed under sails.
„ and maintop sail? . . .		
„ do. and reefed foresail? . .		
Under close reefed topsails and courses? .		
„ treble reefed topsails and courses?		
„ double reefed topsails and top-gallant sails?		
Under all sail except royals? . . .		
„ when just able to carry royals? .		

How does she carry her lee ports? Well.

Does she roll easy or uneasy in the trough of the sea? Quick but easy.

Does she pitch easy? Quick but easy.

Is she generally speaking, an easy or uneasy ship? Like all fast sailing vessels quick in her motions.

How does she, in general, carry her helm? A weather.

How does she steer? A child might steer her, I have seen her steer herself for twenty minutes.

How does she stay? .	}	Does both well. Stays in any weather.
How does she wear? .		

Is she weatherly or leewardly, compared with other ships? Weatherly.

How does she behave lying to? Well, I have tried her in a hurricane.

She has run per hour by the log, with as much wind

as she could safely carry this sail to. . . .

Close hauled with smooth water :

Under whole or single reefed topsails and top-gallant sails . . . . .	10 knots 6 fathoms.
Under double reefed topsails. . . . .	8 „ 6 „

Closed hauled with a head sea :

Under double reefed topsails and top-gallant sails. . . . .	9 „ 6 „
Under close reefed topsails and courses . . . . .	0 „ 0 „

Wind on the beam :

Under close reefed topsails and courses. . . . .	0 „ 0 „
Under treble do. do. . . . .	0 „ 0 „
Under double reefed topsails and top-gallant sails. . . . .	0 „ 0 „
In moderate weather unable to carry royals. . . . .	0 „ 0 „
Do. with all sail set. . . . .	0 „ 4 „

Wind on the quarter :

Under double reefed topsails, top-gallant sails, and studding sails . . . . .	0 „ 0 „
In moderate weather with royals and studding sails. . . . .	12 „ 4 „

Before the wind :

In a gale. . . . .	0 „ 0 „
--------------------	---------

Before the wind:

In moderate weather . . . . . 10 knots 0 fathoms.

How does she scud in a heavy gale?

What is her best point of sailing? On a wind.

Comparative rate of sailing with other ships? Under reefed courses and three reefs in the topsails would beat most vessels.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Well built, and a credit to her builder, whoever he may have been.

*Signed.* W. P. CROKE, LIEUT. COMMANDER.

---

**H.M. STEAM SHIP, GORGON.**

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 1st of August, 1838, and the 1st of January, 1839.

The draught of water which was estimated by the constructor to be the best trim ? . . . . . 15 feet, 6 in. forward.  
15 6 aft.

The draught of water, found on trial to be her best sailing trim? . . . . . forward.  
aft.

The rake of her masts from her perpendicular?	Foremast	$\frac{1}{2}$ in. in a foot.
	Mainmast	$\frac{1}{4}$ „ „

The necessary quantity of iron ballast for her? . None .

The quantity of water she stows? . . . 46 tons.

Her draught of water, with as much provisions and stores as she can conveniently stow? . . . 15 feet, 1 in. forward.  
16 2 aft.

The height of her ports when fully stowed with stores and provisions. . . . . Foremost

Foremost	8	0
----------	---	---

Midship	6	44
---------	---	----

Aftermost	5	64
-----------	---	----

How many days of the following articles can she conveniently stow for her complement of men? Provisions, 4 months.

**Bread** ..

Spirits

## Water

Coals 370 tons.

How armed? . On Quarter Deck 1 gun. 10 inch. 84 cwt.

2 32 pounders. 82

Forecastle	1	10 inch.	84
------------	---	----------	----

2            32 pounders. 82

Does she ride easy at her anchors? Yes.

The inclination of the ship :

Under stormy staysails or trysails ? . . .	4
„ do. and maintop sail ? . . .	
„ do. do. and reefed foresail ? . . .	
Under close reefed topsails and courses ? . . .	5
„ treble reefed topsails and courses ? . . .	5
„ double reefed topsails and top-gallant sails ? . . .	5½
Under all sail, except royals. . . . .	6
„ do. when just able to carry royals ? . . .	6

How does she carry her lee ports ? Well.

Does she roll easy or uneasy in the trough of the sea ? Very easy.

Does she pitch easy ? Very easy indeed.

Is she, generally speaking, an easy or uneasy ship ? Remarkably easy.

How does she, in general, carry her helm ? Rather slack.

How does she steer ? Easy.

How does she stay ? To a certainty, 3 minutes 30 seconds coming round.

How does she wear ? Very well.

Is she weatherly or leewardly compared with other ships ? Very weatherly.

How does she behave lying to ?

She has run per hour by the log, with as much wind  
as she could safely carry this sail to . . . . .

Close hauled with smooth water :

Under whole or single reefed topsails and top- gallant sails. . . . .	6 knots, 0 fathoms.
Under double reefed topsails . . . . .	7 „ 0 „

Close hauled with a head sea :

Under double reefed topsails and top-gallant sails . . . . .	4 „ 0 „
Under close reefed topsails and courses. . . . .	3 „ 0 „

Wind on the beam :

Under close reefed topsails and courses. . . . .	8 „ 0 „
Under treble reefed topsails and courses. . . . .	9 „ 0 „
Under double reefed topsails and top-gallant sails. . . . .	9 „ 6 „
In moderate weather unable to carry royals. . . . .	7 „ 0 „
Do. with all sail set. . . . .	6 „ 0 „

Wind on the quarter :

In a gale. . . . .	10 „ 0 „
Under double reefed topsails, top-gallant sails and studding sails. . . . .	11 „ 0 „
In moderate weather with royals and studding sails. . . . .	6 „ 0 „

Before the wind :

In a gale. . . . .	10 „ 0 „
--------------------	----------

Before the wind. :

In moderate weather . . . . . 5 „ 0½ „

How does she scud in a heavy gale? Very well.

What is her best point of sailing? On a wind, with a fresh breeze.

Comparative rate of sailing with other ships? In light winds, from being able to spread but little canvas, in comparison with other vessels, is beaten. In strong winds and with a sea, I consider her to have very powerful qualities.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? A well-built and strong ship, and possessing every good quality.

*Signed.* S. E. DACRES, CAPTAIN.  
F. C. SYER, SENIOR LIEUT.  
H. J. LOUDON, MASTER.  
JNO. RAYMOND, CARPENTER.

## H.M. STEAM SHIP, GORGON.

~~~~~

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 20th of June, 1839, and the 2nd of April, 1842.

The draught of water which was estimated by the constructor to be the best trim? . . . . . 0 feet, 0 in. forward.  
 . . . . . 0 0 aft.

The draught of water found on trial to be her best sailing trim? . . . . . 16 3 forward.  
 . . . . . 17 3 aft.

The rake of her masts from her perpendicular? Foremast  $\frac{1}{2}$  in. in a foot.  
 Mainmast  $\frac{1}{4}$

The necessary quantity of iron ballast for her? None.

The quantity of water she stows? . . . . . 46 tons.

Her draught of water, with as much provisions and stores as she can conveniently stow? . . . . . 16 feet,  $2\frac{1}{2}$  in. forward.  
 . . . . . 17 3 aft.

The height of her ports when fully stowed with stores and provisions. . . . . Foremost 7 10  
 . . . . . Midship 5 1  
 . . . . . Aftermost 5  $3\frac{1}{2}$

How many days of the following articles can she conveniently stow for her complement of men? Provisions, 5 months.

Bread                    ,,  
 Spirits                   ,,  
 Water  
 Coals

How armed? . . . . . On Quarter Deck 1 gun. 10 inch. 84 cwt.  
 . . . . . 2 32 pounders. 82  
 . . . . . Forecastle 1 10 inch. 84  
 . . . . . 2 32 pounders. 82

Does she ride easy at her anchors? . . . . . Yes.



The inclination of the ship :

Under stormy staysails or trysails ? .

„ do. and maintop sail ? .

„ do. do. and reefed fore sail ? .

Under closed reefed topsails and courses ?

„ treble reefed topsails and courses ?

„ double reefed topsails and top-gallant sails ?

Under all sail except royals ? .

„ do. when just able to carry royals ?

She stands well under  
her sails.

How does she carry her lee ports? Well.

Does she roll easy or uneasy in the trough of the sea? Easy.

Does she pitch easy? Yes.

Is she, generally speaking, an easy or uneasy ship? Easy.

How does she, in general, carry her helm? Under steam, half a turn a starboard ;  
under sail, a weather.

How does she steer? Easy.

How does she stay? Well under sail.

How does she wear? Well under sail.

Is she weatherly or leewardly compared with other ships? Weatherly.

How does she behave lying to? No trial.

She has run per hour by the log with as much wind  
as she could safely carry this sail to. . . . .

Close hauled with smooth water :

Under whole or single reefed topsails and top-  
gallant sails . . . . .

Under double reefed topsails . . . . .

Close hauled with a head sea :

Under double reefed topsails and top-gallant  
sails? . . . . .

Under close reefed topsails and courses . . . . .

Wind on the beam :

Under close reefed topsails and courses. . . . .

Under treble reefed do. do. . . . .

Under double reefed topsails and top-gallant  
sails . . . . .

In moderate weather unable to carry royals . . . . .

Do. with all sail set. . . . .

Wind on the quarter :

Under double reefed topsails, top-gallant sails  
and studding sails . . . . .

In moderate weather with royals and studding  
sails. . . . .

Before the wind :

In a gale . . . . .

In moderate weather. . . . .

Under sail and steam  
10½ knots. Has steam-  
ed 11 knots in smooth  
water.

How does she scud in a heavy gale? Very well.

What is her best point of sailing? Two points abaft the beam.

Comparative rate of sailing with other ships?

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? A strong serviceable ship.

*Signed.* W. HENDERSON, CAPTAIN.

W. W. WHITE, MASTER.

JOHN BARNES, CARPENTER.



The inclination of the ship.

|                                                       |         |
|-------------------------------------------------------|---------|
| Under stormy staysails or trysails? . . .             |         |
| „ do. and maintop sail? . . .                         |         |
| „ do. and reefed foresail? . . .                      | 10      |
| „ close reefed topsails and courses? . . .            |         |
| „ treble reefed topsails and courses? . . .           | 8       |
| „ double reefed topsails and top-gallant sails? . . . | 6       |
| „ all sail, except royals? . . .                      | 5       |
| „ do. when just able to carry royals? . . .           | 5 to 6½ |

How does she carry her lee ports? Low.

Does she roll easy or uneasy in the trough of the sea? Deep, but easy.

Does she pitch easy? Very easy.

Is she generally speaking, an easy or uneasy ship? A particularly easy ship.

How does she, in general, carry her helm? ¼ to ½ a turn a weather.

How does she steer? Very easy.

How does she stay? Exceedingly well.

How does she wear? Very well.

Is she weatherly or leewardly compared with other ships? Weatherly, the advantage greater with increase of wind and sea.

How does she behave lying to? No trial.

She has run per hour by the log, with as much wind as she could safely carry this sail to. . . .

Closed hauled with smooth water:

|                                                                    |                    |
|--------------------------------------------------------------------|--------------------|
| Under whole or single reefed topsails and top-gallant sails. . . . | 8 knots 0 fathoms. |
| „ double reefed topsails. . . .                                    | 7 „ 0 „            |

Close hauled with a head sea:

|                                                           |         |
|-----------------------------------------------------------|---------|
| Under double reefed topsails and top-gallant sails. . . . | 4 „ 6 „ |
| „ close reefed topsails and courses. . . .                | 3 „ 0 „ |

Wind on the beam:

|                                                       |         |
|-------------------------------------------------------|---------|
| Under close reefed topsails and courses. . . .        | 8 „ 6 „ |
| „ treble reefed topsails and courses. . . .           | 0 „ 0 „ |
| „ double reefed topsails and top-gallant sails. . . . | 8 „ 4 „ |
| In moderate weather unable to carry royals. . . .     | 9 „ 0 „ |
| Do. with all sail set. . . .                          | 9 „ 4 „ |

Wind on the quarter:

|                                                                            |          |
|----------------------------------------------------------------------------|----------|
| Under double reefed topsails, top-gallant sails and studding sails . . . . | 0 „ 0 „  |
| In moderate weather, with royals and studding sails. . . .                 | 10 „ 0 „ |

Before the wind:

|                            |          |
|----------------------------|----------|
| In a gale. . . .           | 0 „ 0 „  |
| In moderate weather. . . . | 10 „ 0 „ |

How does she scud in a heavy gale? With or without engines at work, well and remarkably easy.

What is her best point of sailing? Wind on the quarter.

Comparative rate of sailing with other ships? Very good by the wind in strong breezes.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? An exceedingly strong well-built ship.

Passage from Athens to Malta under sail, 30th January, to 8th February, 1843.

The Cyclops left Athens with not quite 24 hours of coals on board and only 10 days provisions and water.

After being out 12 hours she was put under sail, (boilers remaining full) and during 2 days contention against fresh gales and strong squalls, her performance was most admirable, and continued so under all circumstances during the passage; the greatest inclination being  $11\frac{1}{2}$  degrees.

In justice, therefore, it may be said, that as a steam vessel of war, under such circumstances, this ship is very near perfection, as whether with or without coals, she is able to make any passage under sail alone, satisfactorily and expeditiously.

To render this ship fully efficient, it appears that 80 horse-power more should be added to the nominal power at present on board.

*Signed.* HORATIO AUSTEN, CAPTAIN.

# H.M.

## STEAM VESSEL DEVASTATION.

---

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 15th of February, 1843, and the 1st of April, 1843.

The draught of water which was estimated by the constructor to be the best trim? 0 feet, 0 in. forward.  
0     0     aft.

The draught of water, found on trial to be her best sailing trim? forward.  
aft.

The rake of her masts from a perpendicular? Foremost     in. in a fath.  
Mainmast     "     "  
Mizen-mast     "     "

The necessary quantity of iron ballast for her? None.  
The quantity of water she stows? 61 tons.

Her draught of water with as much provisions and stores as she can conveniently stow? 13 feet, 8 inch. forward.  
14     "     6     "     aft.

The height of her ports, when fully stowed with stores and provisions? Foremost 10 feet, 3 in.  
Midship     0     0  
Aftermost     8     8

How many days of the following articles can she conveniently stow for her complement of men? Provisions,

Bread  
Spirits  
Water  
Coals

How armed? On Quarter Deck     1 gun.     10 inch. 84 cwt.  
2     32 pounders.  
Forecastle     1     10 inch. 84 cwt.  
2     32 pounders.

Does she ride easy at her anchors? Yes.

The inclination of the ship.

|                                                 |   |   |   |                            |
|-------------------------------------------------|---|---|---|----------------------------|
| Under stormy staysails or trysails?             | . | . | . | } Stands well under sails. |
| „ do. and maintop sail?                         | . | . | . |                            |
| „ do. do. and reefed foresail?                  | . | . | . |                            |
| Under close reefed topsails and courses?        | . | . | . |                            |
| „ treble reefed topsails and courses?           | . | . | . |                            |
| „ double reefed topsails and top-gallant sails? | . | . | . |                            |
| Under all sail, except royals?                  | . | . | . | }                          |
| „ do. when just able to carry royals?           | . | . | . |                            |

How does she carry her lee ports? Well.

Does she roll easy or uneasy in the trough of the sea? Deep, but easy.

Does she pitch easy? Easy, if not pressed.

Is she, generally speaking, an easy or uneasy ship? Very easy under sail and under steam, if not pressed.

How does she, in general, carry her helm? A weather.

How does she steer? Well.

How does she stay? Well.

How does she wear? Well.

Is she weatherly or leewardly compared with other ships? Weatherly.

How does she behave lying to? Very well.

She has run per hour by the log, with as much wind as she could safely carry this sail to . . .

Close hauled with smooth water:

Under whole or single reefed topsails and top-gallant sails. . . .

Under double reefed topsails . . . .

Close hauled with a head sea:

Under double reefed topsails and top-gallant sails.

Under close reefed topsails and courses. . . .

Wind on the beam:

Under close reefed topsails and courses . . . .

Under treble reefed topsails and courses . . . .

Under double reefed topsails and top-gallant sails. . . .

In moderate weather unable to carry royals . . . .

Do. with all sail set. . . .

Wind on the quarter:

Under double reefed topsails, top-gallant sails, and studding sails. . . .

In moderate weather, with royals and studding sails . . . .

Before the wind:

In a gale. . . .

In moderate weather. . . .

Working the engines at full power in smooth water 12½ knots.

Working the engines at full power against a gale of wind, with a heavy head sea 4 19-20 knots.

How does she scud in a heavy gale?

What is her best point of sailing.

Comparative rate of sailing with other ships?

Is she, generally speaking, a well-built and strong ship, or does she show any symptoms of weakness?

*Signed.* H. W. HENRY, COMMANDER.



## H.M. STEAM SHIP VIXEN.

A Report of the sailing and other qualities of this Ship ascertained under various circumstances, and from strict observation, between 11th of June, 1842, and the 1st of January, 1844.

|                                                                                   |                        |        |
|-----------------------------------------------------------------------------------|------------------------|--------|
| The draught of water which was estimated by the constructor to be the best trim ? | 0 feet, 0 in. forward. |        |
|                                                                                   | 0                      | 0 aft. |

|                                                                    |    |            |
|--------------------------------------------------------------------|----|------------|
| The draught of water, found on trial to be her best sailing trim ? | 12 | 6 forward. |
|                                                                    | 13 | 0 aft.     |

|                                            |            |                |
|--------------------------------------------|------------|----------------|
| The rake of her masts from a perpendicular | Foremast   | in. in a fath. |
|                                            | Mainmast   | 0 „            |
|                                            | Mizen-mast | 0 „            |

The necessary quantity of iron ballast for her? None.

The quantity of water she stows? 58 tons.

|                                                                                         |                         |        |
|-----------------------------------------------------------------------------------------|-------------------------|--------|
| Her draught of water, with as much provisions and stores as she can conveniently stow ? | 14 feet, 2 in. forward. |        |
|                                                                                         | 14                      | 6 aft. |

|                                                                         |           |   |   |
|-------------------------------------------------------------------------|-----------|---|---|
| The height of her ports, when fully stowed with stores and provisions ? | Foremost  | 0 | 0 |
|                                                                         | Midship   | 0 | 0 |
|                                                                         | Aftermost | 0 | 0 |

|                                                                                               |            |   |                            |
|-----------------------------------------------------------------------------------------------|------------|---|----------------------------|
| How many days of the following articles can she conveniently stow for her complement of men ? | Provisions | } | Stows her provisions well. |
|                                                                                               | Bread      |   |                            |
|                                                                                               | Spirits    |   |                            |
|                                                                                               | Water      |   |                            |
|                                                                                               | Coals      |   |                            |

|             |                 |                 |              |
|-------------|-----------------|-----------------|--------------|
| How armed ? | On Quarter Deck | 1 guns, 10 inch | 0 cwt.       |
|             |                 | 2               | 32 pounders. |
|             | Forecastle      | 1               | 10 inch.     |
|             |                 | 2               | 32 pounders. |

Does she ride easy at her anchors ? Yes.

T

The inclination of the ship.

|                                                       |                     |
|-------------------------------------------------------|---------------------|
| Under stormy staysails or trysails? . . .             | } Stiff under sail. |
| „ do. and maintop sail? . . .                         |                     |
| „ do. do. and reefed foresail? . . .                  |                     |
| Under close reefed topsails and courses? . . .        |                     |
| „ treble reefed topsails and courses? . . .           |                     |
| „ double reefed topsails and top-gallant sails? . . . |                     |
| Under all sail, except royals . . .                   | }                   |
| „ do. when just able to carry royals . . .            |                     |

How does she carry her lee ports? None.

Does she roll easy or uneasy in the trough of the sea? Easy.

Does she pitch easy? Yes.

Is she, generally speaking, an easy or uneasy ship? Easy.

How does she, in general, carry her helm? Midships.

How does she steer? Well.

How does she stay? Well.

How does she wear? Well.

Is she weatherly or leewardly compared with other ships? Weatherly.

How does she behave lying to? Well.

She has run per hour by the log, with as much wind  
as she could safely carry this sail to. . . . .

Close hauled with smooth water :

|                                                                      |                    |
|----------------------------------------------------------------------|--------------------|
| Under whole or single reefed topsails and top-gallant sails. . . . . | 6 knots 0 fathoms. |
| Under double reefed topsails. . . . .                                |                    |

Close hauled with a head sea :

|                                                             |  |
|-------------------------------------------------------------|--|
| Under double reefed topsails and top-gallant sails. . . . . |  |
| Under close reefed topsails and courses. . . . .            |  |

Wind on the beam :

|                                                             |  |
|-------------------------------------------------------------|--|
| Under close reefed topsails and courses. . . . .            |  |
| Under treble reefed topsails and courses. . . . .           |  |
| Under double reefed topsails and top-gallant sails. . . . . |  |
| In moderate weather unable to carry royals. . . . .         |  |
| Do. with all sail set. . . . .                              |  |

Wind on the quarter :

|                                                                             |         |
|-----------------------------------------------------------------------------|---------|
| Under double reefed topsails, top-gallant sails and studding sails. . . . . |         |
| In moderate weather with royals and studding sails. . . . .                 | 8 „ 4 „ |

Before the wind :

|                              |         |
|------------------------------|---------|
| In a gale . . . . .          |         |
| In moderate weather. . . . . | 8 „ 0 „ |

How does she scud in a heavy gale? No trial.

What is her best point of sailing? Wind on the quarter.

Comparative rate of sailing with other ships? Slow in light winds.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Strong and well-built.

*Signed.* G. GIFFARD, COMMANDER.

G. GILES, MASTER.

R. BAIRD, CARPENTER.

---

## H.M. STEAM VESSEL GROWLER.

---

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 1st of January, 1843, and the 1st of January, 1844.

|                                                                                           |                         |
|-------------------------------------------------------------------------------------------|-------------------------|
| The draught of water which was estimated by the constructor to be the best trim ? . . . . | 13 feet, 1 in. forward. |
|                                                                                           | 13      7      aft.     |

|                                                                            |                         |
|----------------------------------------------------------------------------|-------------------------|
| The draught of water, found on trial to be her best sailing trim ? . . . . | 13      6      forward. |
|                                                                            | 14      3      aft.     |

|                                              |          |                  |
|----------------------------------------------|----------|------------------|
| The rake of her masts from a perpendicular ? | Foremast | 6 in. in a fath. |
|                                              | Mainmast | 6 „ „            |

|                                                  |      |
|--------------------------------------------------|------|
| The necessary quantity of iron ballast for her ? | None |
|--------------------------------------------------|------|

|                                           |          |
|-------------------------------------------|----------|
| The quantity of water she stows ? . . . . | 65 tons. |
|-------------------------------------------|----------|

|                                                                                                 |                         |
|-------------------------------------------------------------------------------------------------|-------------------------|
| Her draught of water, with as much provisions and stores as she can conveniently stow ? . . . . | 13 feet, 3 in. forward. |
|                                                                                                 | 14      6      aft.     |

|                                                                               |           |   |   |
|-------------------------------------------------------------------------------|-----------|---|---|
| The height of her ports when fully stowed with stores and provisions. . . . . | Foremost  | 0 | 0 |
|                                                                               | Midship   | 0 | 0 |
|                                                                               | Aftermost | 0 | 0 |

How many days of the following articles can she conveniently stow for her complement of men ?

|             |     |
|-------------|-----|
| Provisions, | 120 |
| Bread       | 120 |
| Spirits     | 150 |
| Water       | 84  |
| Coals       | 15  |

|                                   |            |            |            |
|-----------------------------------|------------|------------|------------|
| How armed ? . . . On Quarter Deck | 1 gun.     | 84 pounds. | 85 cwt.    |
|                                   | 2          | 68         | 65         |
|                                   | Forecastle | 1          | 84      85 |

Does she ride easy at her anchors ? Very easy.

The inclination of the ship :

|                                                        |    |
|--------------------------------------------------------|----|
| Under stormy staysails or trysails ? . . .             |    |
| „ do. and maintop sail ? . . .                         |    |
| „ do. do. and reefed foresail ? . . .                  |    |
| Under close reefed topsails and courses ? . . .        |    |
| „ treble reefed topsails and courses ? . . .           |    |
| „ double reefed topsails and top-gallant sails ? . . . | 3½ |
| Under all sail, except royals. . . .                   | 3½ |
| „ do. when just able to carry royals ? . . .           | 3½ |

How does she carry her lee ports ?

Does she roll easy or uneasy in the trough of the sea ? Easy, but deep.

Does she pitch easy ? Easy.

Is she, generally speaking, an easy or uneasy ship ? Easy.

How does she, in general, carry her helm ? Three spokes a weather.

How does she steer ? Rather easy.

How does she stay ? Readily.

How does she wear ? Readily, but from her great length requires time & space.

Is she weatherly or leewardly compared with other ships ? Weatherly.

How does she behave lying to ? Well.

She has run per hour by the log, with as much wind  
as she could safely carry this sail to . . .

Close hauled with smooth water :

|                                                                    |                            |
|--------------------------------------------------------------------|----------------------------|
| Under whole or single reefed topsails and top-gallant sails. . . . | 5 to 6 knots without steam |
| Under double reefed topsails . . .                                 | 4 to 5½ „                  |

Close hauled with a head sea :

|                                                          |           |
|----------------------------------------------------------|-----------|
| Under double reefed topsails and top-gallant sails . . . | 4 „       |
| Under close reefed topsails and courses. . .             | No trial. |

Wind on the beam :

|                                                         |           |
|---------------------------------------------------------|-----------|
| Under close reefed topsails and courses. . .            | No trial. |
| Under treble reefed topsails and courses. . .           | No trial. |
| Under double reefed topsails and top-gallant sails. . . | 7 to 8 „  |
| In moderate weather unable to carry royals. . .         | 8½ „      |
| Do. with all sail set. . . .                            | 8 to 9 „  |

Wind on the quarter :

|                                                                         |          |
|-------------------------------------------------------------------------|----------|
| Under double reefed topsails, top-gallant sails and studding sails. . . | 9½ „     |
| In moderate weather with royals and studding sails. . . .               | 8 to 9 „ |

Before the wind :

|                             |           |
|-----------------------------|-----------|
| In a gale. . . .            | No trial. |
| In moderate weather . . . . | 8½ „      |

How does she scud in a heavy gale ? No trial.

What is her best point of sailing? Wind on the quarter.

Comparative rate of sailing with other ships? Tried only with merchant vessels had the advantage in general without steam.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness?

*Signed.* C. M. BUCKLE, CAPTAIN.  
JOHN LODWICK. LIEUT.  
JOHN TUCKER, MASTER.  
JOHN TURPID, CARPENTER.

---

The draught of water which was estimated by the constructor to be the best trim? . . . . . 0 feet, 0 in. forward.  
0 0 aft.

|                                                                  |   |   |          |
|------------------------------------------------------------------|---|---|----------|
| The draught of water found on trial to be her best sailing trim? | 0 | 0 | forward. |
|                                                                  | 0 | 0 | aft.     |

|                                             |            |                |
|---------------------------------------------|------------|----------------|
| The rake of her masts from a perpendicular? | Foremast   | in. in a foot. |
|                                             | Mainmast   |                |
|                                             | Mizen-mast |                |

The quantity of water she stows? . 35 tons.

Her draught of water, with as much provisions and stores as she can conveniently stow? . . . 13 feet, 6 in. forward.  
14 0 aft.

|                                                                       |           |   |   |
|-----------------------------------------------------------------------|-----------|---|---|
| The height of her ports when fully stowed with stores and provisions. | Foremost  | 0 | 0 |
|                                                                       | Midship   | 0 | 0 |
|                                                                       | Aftermost | 0 | 0 |

How many days of the following articles can she conveniently stow for her complement of men? Provisions, 168

|         |     |
|---------|-----|
| Bread   | 224 |
| Spirits | 168 |
| Water   |     |
| Coals   |     |

How armed? . On Quarter Deck 1 gun. 32 pounders. 41 cwt.

Does she ride easy at her anchors? . . . Easy.





What is her best point of sailing? No trial.

Comparative rate of sailing with other ships? Under steam, beat the steam vessels Kite and Spitfire very much.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Strong.

*Signed.* J. B. CRUFF, LIEUT. COMMANDER.

JOHN J. BALL, SECOND MASTER.

---



The inclination of the ship.

|                                                          |    |
|----------------------------------------------------------|----|
| Under stormy staysails or trysails? . . .                | 14 |
| „ do. and maintop sail? . . .                            |    |
| „ do. and reefed foresail? . . .                         |    |
| „ close reefed topsails and courses? . . .               |    |
| „ treble reefed topsails and courses? . . .              | 14 |
| „ double reefed topsails and top-gallant<br>sails? . . . | 8  |
| „ all sail, except royals? . . .                         | 5  |
| „ do. when just able to carry royals? . . .              | 6  |

How does she carry her lee ports?

Does she roll easy or uneasy in the trough of the sea? Easy.

Does she pitch easy? Yes.

Is she generally speaking, an easy or uneasy ship? Easy.

How does she, in general, carry her helm? A little a weather.

How does she steer? Well.

How does she stay? Quick.

How does she wear? Quick.

Is she weatherly or leewardly compared with other ships? Weatherly.

How does she behave lying to? Very well.

She has run per hour by the log, with as much wind  
as she could safely carry this sail to. . . .

Closed hauled with smooth water:

|                                                                        |                    |
|------------------------------------------------------------------------|--------------------|
| Under whole or single reefed topsails and top-<br>gallant sails. . . . | 5 knots 0 fathoms. |
| „ double reefed topsails. . . .                                        | 3 „ 0 „            |

Close hauled with a head sea:

|                                                              |         |
|--------------------------------------------------------------|---------|
| Under double reefed topsails and top-gallant<br>sails. . . . | 0 „ 0 „ |
| „ close reefed topsails and courses. . . .                   | 0 „ 0 „ |

Wind on the beam:

|                                                          |         |
|----------------------------------------------------------|---------|
| Under close reefed topsails and courses. . . .           | 0 „ 0 „ |
| „ treble reefed topsails and courses. . . .              | 0 „ 0 „ |
| „ double reefed topsails and top gallant<br>sails. . . . | 4 „ 4 „ |
| In moderate weather unable to carry royals. . . .        | 6 „ 0 „ |
| Do. with all sail set. . . .                             | 7 „ 0 „ |

Wind on the quarter:

|                                                                               |         |
|-------------------------------------------------------------------------------|---------|
| Under double reefed topsails, top-gallant sails<br>and studding sails . . . . | 0 „ 0 „ |
| In moderate weather, with royals and studding<br>sails. . . .                 | 8 „ 0 „ |

Before the wind:

|                            |         |
|----------------------------|---------|
| In a gale. . . .           | 0 „ 0 „ |
| In moderate weather. . . . | 7 „ 6 „ |

How does she scud in a heavy gale? Very well.

What is her best point of sailing? Wind quarterly.

Comparative rate of sailing with other ships? Fast and weatherly.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness?

*Signed.* JOHN RUSSELL, COMMANDER.

H. E. S. WINTHROP, LIEUT.

JAMES DOIDGE, MASTER.

JOHN EDWARDS, CARPENTER.

---

## H.M. STEAM VESSEL HECATE.

---

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 22nd of Sept. 1840, and the 1st of Jan. 1841.

The draught of water which was estimated by the constructor to be the best trim? 0 feet, 0 in. forward.  
0      0      aft.

The draught of water, found on trial to be her best sailing trim? forward.  
aft.

The rake of her masts from a perpendicular? Foremost    in. in a fath.  
Mainmast    "      "  
Mizen-mast   "      "

The necessary quantity of iron ballast for her? None.

The quantity of water she stows? 33 tons.

Her draught of water with as much provisions and stores as she can conveniently stow? feet,      inch. forward.  
"      "      aft.

The height of her ports, when fully stowed with stores and provisions? Foremost  
Midship  
Aftermost

How many days of the following articles can she conveniently stow for her complement of men? Provisions 10 weeks.

|         |                |                    |
|---------|----------------|--------------------|
| Bread   | 10             | "                  |
| Spirits | 10             | "                  |
| Water   | 7              | "                  |
| Coals   | $7\frac{1}{2}$ | days for steaming. |

|                      |                 |        |              |         |
|----------------------|-----------------|--------|--------------|---------|
| How armed? . . . . . | On Quarter Deck | 1 gun. | 68 pounders. | 65 cwt. |
|                      |                 | 2      | 32           | 50      |
|                      | Forecastle      | 1      | 68           | 65      |

Does she ride easy at her anchors? Yes.

The inclination of the ship.

Under stormy staysails or trysails? . . .

„ do. and maintop sail? . . .

„ do. do. and reefed foresail? . . .

Under close reefed topsails and courses? . . .

„ treble reefed topsails and courses? . . .

„ double reefed topsails and top-gal-

lant sails? . . .

Under all sail, except royals? . . .

„ do. when just able to carry royals? . . .

How does she carry her lee ports?

Does she roll easy or uneasy in the trough of the sea? Easy.

Does she pitch easy? Easy.

Is she, generally speaking, an easy or uneasy ship? Easy.

How does she, in general, carry her helm?

How does she steer? Well.

How does she stay? Well.

How does she wear? Well.

Is she weatherly or leewardly compared with other ships? No trial.

How does she behave lying to? No trial.

She has run per hour by the log, with as much wind  
as she could safely carry this sail to . . .

Close hauled with smooth water:

Under whole or single reefed topsails and top-  
gallant sails. . . .

Under double reefed topsails . . .

Close hauled with a head sea:

Under double reefed topsails and top-gallant sails.

Under close reefed topsails and courses. . .

Wind on the beam:

Under close reefed topsails and courses . . .

Under treble reefed topsails and courses . . .

Under double reefed topsails and top-gallant

sails. . . .

In moderate weather unable to carry royals . . .

Do. with all sail set. . . .

Wind on the quarter:

Under double reefed topsails, top-gallant sails,  
and studding sails. . . .

In moderate weather, with royals and studding  
sails . . .

Before the wind:

In a gale. . . .

In moderate weather. . . .

How does she scud in a heavy gale? No trial.

No trial without steam.

What is her best point of sailing. Wind quarterly.

Comparative rate of sailing with other ships?

Is she, generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Well-built and strong.

*Signed.* J. H. WARD, COMMANDER.

THOMAS SCOTT, MASTER.

---

## H.M. STEAM VESSEL LOCUST.

~~~~~

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 17th of October, 1840, and the 1st of January, 1844.

The draught of water which was estimated by the constructor to be the best trim?	0 feet, 0 in. forward.
	0 0 aft.
The draught of water, found on trial to be her best sailing trim?	9 5 forward.
	9 6 aft.
The rake of her masts from a perpendicular?	Foremast in. in a fath.
	Mainmast "
	Mizen-mast "
The necessary quantity of iron ballast for her?	None.
The quantity of water she stows?	tons.
Her draught of water, with as much provisions and stores as she can conveniently stow?	9 feet, 5 in. forward.
	9 6 aft.
The height of her ports, when fully stowed with stores and provisions?	Foremost 0 0
	Midship 0 0
	Aftermost 0 0
How many days of the following articles can she conveniently stow for her complement of men?	Provisions 10 weeks.
	Bread 8 "
	Spirits 10 "
	Water
	Coals
How armed?	On Quarter Deck 2 guns. 6 brass , 0 cwt.
	Forecastle 1 32 pounders. 25
Does she ride easy at her anchors?	Very easy.



The inclination of the ship :

- Under stormy staysails or trysails ? .
- „ do. and maintop sail ? .
- „ do. do. and reefed fore sail ? .
- Under closed reefed topsails and courses ?
- „ treble reefed topsails and courses ?
- „ double reefed topsails and top-gallant sails ?
- Under all sail except royals ? .
- „ do. when just able to carry royals ?

} Never had a trial in a breeze of wind.

How does she carry her lee ports.

Does she roll easy or uneasy in the trough of the sea ? Easy.

Does she pitch easy ? Yes.

Is she, generally speaking, an easy or uneasy ship ? Easy.

How does she, in general, carry her helm ? A little a weather.

How does she steer ? Very well.

How does she stay ? Well.

How does she wear ? Well.

Is she weatherly or leewardly compared with other ships ?

How does she behave lying to ? Very well.

She has run per hour by the log with as much wind as she could safely carry this sail to.

Close hauled with smooth water :

- Under whole or single reefed topsails and top-gallant sails . . . . .
- Under double reefed topsails . . . . .

Close hauled with a head sea :

- Under double reefed topsails and top-gallant sails ? . . . . .
- Under close reefed topsails and courses . . . . .

Wind on the beam :

- Under close reefed topsails and courses. . . . .
- Under treble reefed do. do. . . . .
- Under double reefed topsails and top-gallant sails . . . . .
- In moderate weather unable to carry royals . . . . .
- Do. with all sail set. . . . .

} Never been under sail alone in any weather to form a correct opinion.

Wind on the quarter :

- Under double reefed topsails, top-gallant sails and studding sails . . . . .
- In moderate weather with royals and studding sails. . . . .

Before the wind :

- In a gale . . . . .
- In moderate weather. . . . .

How does she scud in a heavy gale ?

What is her best point of sailing?

Comparative rate of sailing with other ships? Never tried with any other ship.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Has behaved well under steam in a seaway and seems to be well-built and strong.

*Signed.* FREDRICK SHORT, LIEUT COMMANDER.

W. SQUIRE, SECOND MASTER.

---

# H.M. STEAM SHIP ACHERON.

A Report of the sailing and other qualities of this Ship ascertained under various circumstances, and from strict observation, between the 2nd of Dec. 1838, and the 23rd of Dec. 1841.

The draught of water which was estimated by the constructor to be the best trim? . . . 0 feet, 0 in. forward.  
0 0 aft.

The draught of water, found on trial to be her best sailing trim? . . . . 10 6 forward.  
11 3 aft.

The rake of her masts from a perpendicular Foremast in. in a fath.  
Mainmast 0 „  
Mizen-mast 0 „

The necessary quantity of iron ballast for her? None.

The quantity of water she stows? . . . 28 tons.

Her draught of water, with as much provisions and stores as she can conveniently stow? . . . feet, in. forward.  
aft.

The height of her ports, when fully stowed with stores and provisions? . . . Foremost 0 0  
Midship 0 0  
Aftermost 0 0

How many days of the following articles can she conveniently stow for her complement of men? Provisions }  
Bread } Well.  
Spirits }  
Water }  
Coals }

How armed? . . . On Deck 2 guns. 9 pounders 0 cwt.

Does she ride easy at her anchors? . . . Yes.

The inclination of the ship.

Under stormy staysails or trysails? . . .	} Stands well under her sails.
„ do. and maintop sail? . . .	
„ do. do. and reefed foresail? . . .	
Under close reefed topsails and courses? . . .	
„ treble reefed topsails and courses? . . .	
„ double reefed topsails and top-gallant sails? . . .	
Under all sail, except royals . . .	}
„ do. when just able to carry royals . . .	

How does she carry her lee ports?

Does she roll easy or uneasy in the trough of the sea? Easy.

Does she pitch easy? Yes.

Is she, generally speaking, an easy or uneasy ship? Easy.

How does she, in general, carry her helm? Half a turn a weather.

How does she steer? Easy.

How does she stay? Well.

How does she wear? Well.

Is she weatherly or leewardly compared with other ships? Never tried with other vessels.

How does she behave lying to? Well.

She has run per hour by the log, with as much wind as she could safely carry this sail to. . . .

Close hauled with smooth water :

Under whole or single reefed topsails and top-gallant sails. . . . .	Under sail and steam.
	11 knots 6 fathoms.
Under double reefed topsails. . . . .	10 „ 4 „

Close hauled with a head sea :

Under double reefed topsails and top-gallant sails. . . . .	10 „ 2 „
Under close reefed topsails and courses. . . . .	

Wind on the beam :

Under close reefed topsails and courses. . . . .	
Under treble reefed topsails and courses. . . . .	
Under double reefed topsails and top-gallant sails. . . . .	

In moderate weather unable to carry royals.

Do. with all sail set.

Wind on the quarter :

Under double reefed topsails, top-gallant sails and studding sails. . . . .	
In moderate weather with royals and studding sails. . . . .	12 „ 0 „

Before the wind :

In a gale . . . . .	
In moderate weather. . . . .	10 „ 2 „

How does she scud in a heavy gale?

What is her best point of sailing? Wind on the quarter.

Comparative rate of sailing with other ships? Sails and steams well as compared with other ships.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Well-built fine vessel, but moderately strong being for packet service.

*Signed.* AND. KENNEDY, LIEUT. COMMANDER.

---

---

The foregoing Vessels were designed by Captain Sir William SYMONDS, the Surveyor of the Navy, and form the great majority of the ships constructed by that officer, already Commissioned.

---

The following are some of the Ships built upon the plans of Sir R. SEPPINGS, the late Surveyor of the Navy, and also some of those constructed by the late School of Naval Architecture.

---

(By Sir ROBT. SEPPINGS.)

Digitized by Google

The inclination of the ship :

Under stormy staysails or trysails ? .	.
„ do. and maintop sail ? .	.
„ do. do. and reefed foresail ? .	.
Under close reefed topsails and courses ? .	.
„ treble reefed topsails and courses ? .	4 to 5
„ double reefed topsails and top-gallant sails ? . . . .	5 to 7
Under all sail, except royals. . . . .	.
„ do. when just able to carry royals ? .	.

How does she carry her lee ports ? Well.

Does she roll easy or uneasy in the trough of the sea ? Easy, but deep and quick, have seen her roll from 21 to 24 degrees each way.

Does she pitch easy ? Yes, both at anchor and under weigh.

Is she, generally speaking, an easy or uneasy ship ? There cannot be an easier ship.

How does she, in general, carry her helm ? A little a weather, but slack with the least head sea.

How does she steer ? Very easy.

How does she stay ? Remarkably well, but all sail set is  $3\frac{1}{4}$  minutes.

How does she wear ? Well.

Is she weatherly or leewardly compared with other ships ? Do not consider a weatherly ship.

How does she behave lying to ? Well.

She has run per hour by the log, with as much wind as she could safely carry this sail to . . . . .

Close hauled with smooth water :

Under whole or single reefed topsails and top-gallant sails. . . . .	8 knots. 4 fathoms.
Under double reefed topsails . . . . .	8 „ 2 „

Close hauled with a head sea :

Under double reefed topsails and top-gallant sails . . . . .	6 to 7
--	--------

Under close reefed topsails and courses. .

Wind on the beam :

Under close reefed topsails and courses. .	.
Under treble reefed topsails and courses. .	.
Under double reefed topsails and top-gallant sails. . . . .	.

In moderate weather unable to carry royals.

Do. with all sail set. . . . .

Wind on the quarter :

Under double reefed topsails, top-gallant sails and studding sails. . . . .	.
---	---



Wind on the quarter :

In moderate weather with royals and studding

sails. . . . . 12 knots. 0 fathoms.

Before the wind :

In a gale. . . . .

In moderate weather . . . . . 10 „ 4 „

How does she scud in a heavy gale ?

What is her best point of sailing? With the wind abeam, or from 1 to 3 points free.

Comparative rate of sailing with other ships? Certainly not inferior to any of the large ships she has been in company with, always, excepting the Vanguard, and no doubt she will beat 19 line of battle ships out of 20, of the present day.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Well-built and strong, never having shown any symptoms of weakness.

*Signed.* HYDE PARKER, COMMODORE.  
G. B. HOFFMEISTER, MASTER.  
W. SEARLE, CARPENTER.

# H.M.S. RODNEY.

(SIR ROBT. SEPPINGS.)

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 13th of May, 1840, and the 16th of October, 1843.

The draught of water which was estimated by the constructor to be the best trim?	23 feet, 0 in. forward.
	24 1 aft.
The draught of water, found on trial to be her best sailing trim?	23 8 forward.
	24 6 aft.
The rake of her masts from a perpendicular?	Foremast 1 $\frac{1}{2}$ in. in a fath.
	Mainmast 2 $\frac{1}{2}$ „
	Mizen-mast 4 „
The necessary quantity of iron ballast for her?	180 tons.
The quantity of water she stows?	411 tons.
Her draught of water with as much provisions and stores as she can conveniently stow?	23 feet, 7 inch. forward.
	24 „ 6 „ aft.
The height of her ports, when fully stowed with stores and provisions?	Foremost
	Midship
	Aftermost
How many days of the following articles can she conveniently stow for her complement of men?	Provisions 160
	Bread 130
	Spirits 160
	Water 140
	Coals one year.
How armed?	On Lower Deck 6 gun. 68 pounders. 65 cwt.
	26 32 56
	Main Deck 4 68 65
	30 32 56
	Quarter Deck 18 32 42
	Forecastle 8 32 42

Does she ride easy at her anchors? Yes.

The inclination of the ship.

Under stormy staysails or trysails? . . .	
„ do. and maintop sail? . . .	
„ do. and reefed foresail? . . .	
„ close reefed topsails and courses? . . .	7 to 10
„ treble reefed topsails and courses? . . .	7 to 10
„ double reefed topsails and top-gallant sails? . . .	5 to 6
„ all sail, except royals? . . .	4 to 5
„ do. when just able to carry royals? . . .	5 to 7

How does she carry her lee ports? Very well.

Does she roll easy or uneasy in the trough of the sea? Easy, has rolled from 20 to 30 degrees.

Does she pitch easy? Yes.

Is she generally speaking, an easy or uneasy ship? Remarkably easy.

How does she, in general, carry her helm? Rather slack.

How does she steer? Well.

How does she stay? Well.

How does she wear? Well.

Is she weatherly or leewardly compared with other ships? Weatherly.

How does she behave lying to? Well.

She has run per hour by the log, with as much wind as she could safely carry this sail to. . . .

Closed hauled with smooth water:

Under whole or single reefed topsails and top-gallant sails. . . .	9 knots 4 fathoms.
„ double reefed topsails. . . .	9 „ 0 „

Close hauled with a head sea:

Under double reefed topsails and top-gallant sails. . . .	6 „ 4 „
„ close reefed topsails and courses. . . .	6 „ 0 „

Wind on the beam:

Under close reefed topsails and courses. . . .	9 „ 4 „
„ treble reefed topsails and courses. . . .	9 „ 0 „
„ double reefed topsails and top gallant sails. . . .	10 „ 4 „

In moderate weather unable to carry royals. . . .

Do. with all sail set. . . .

Wind on the quarter:

In a gale. . . .

Under double reefed topsails, top-gallant sails and studding sails . . .

In moderate weather, with royals and studding sails. . . .

Before the wind:

In a gale. . . .

Before the wind :

In moderate weather. . . . . 8 knots. 4 fathoms.

How does she scud in a heavy gale? Very easy.

What is her best point of sailing. On a wind, or wind abeam, or two points abaft.

Comparative rate of sailing with other ships? Well.

Is she, generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Well-built.

REMARKS.—Having had opportunities of judging of the ship's qualities under every circumstance, from light winds to heavy gales, in smooth water and in tremendously heavy seas, in the Mediterranean Sea, in the Western Ocean and in the Southern Ocean. I have, therefore, no hesitation in pronouncing her as fine a man-of-war as ever swam the ocean.

*Signed.* ROBT. MAUNSELL, CAPTAIN.

S. FLINN, MASTER.

W. COOK, CARPENTER.

---

# H.M.S. T Y N E.

(Sir R. SEPPINGS.)

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 7th of February, 1834, and the 21st of April, 1837.

The draught of water which was estimated by the constructor to be the best trim? 0 feet, 0 in. forward.  
0 0 aft.

The draught of water, found on trial to be her best sailing trim? 16 6 forward.  
16 11½ aft.

The rake of her masts from a perpendicular? Foremast in. in a fath.  
Mainmast „  
Mizen-mast „

The necessary quantity of iron ballast for her? 73 tons.

The quantity of water she stows? tons.

Her draught of water, with as much provisions and stores as she can conveniently stow? 16 feet, 6 in. forward.  
16 11½ aft.

The height of her ports, when fully stowed with stores and provisions? Foremost 5 10 1-8  
Midship 4 11 1-8  
Aftermost 5 7½

How many days of the following articles can she conveniently stow for her complement of men? Provisions }  
Bread } Stows her provisions  
Spirits } with difficulty.  
Water }  
Coals }

How armed? Main Deck 20 guns. 32 carronades.  
Quarter Deck 6 18  
Forecastle 2 9 guns.

Does she ride easy at her anchors? No trial.

The inclination of the ship :

Under stormy staysails or tryails ? . . . . .	} Crank.
„ and maintop sail ? . . . . .	
„ do. and reefed foresail ? . . . . .	
Under close reefed topsails and courses ? . . . . .	
„ treble reefed topsails and courses ? . . . . .	
„ double reefed topsails and top-gallant sails ? . . . . .	
Under all sail except royals ? . . . . .	}
„ when just able to carry royals ? . . . . .	

How does she carry her lee ports ? Not very well.

Does she roll easy or uneasy in the trough of the sea ? No trial

Does she pitch easy ? No trial.

Is she generally speaking, an easy or uneasy ship ? No trial.

How does she, in general, carry her helm ? Well.

How does she steer ? Well.

How does she stay ? Well.

How does she wear ? Well.

Is she weatherly or leewardly, compared with other ships ? Weatherly.

How does she behave lying to ? No trial.

She has run per hour by the log, with as much wind

as she could safely carry this sail to. . . . .

Close hauled with smooth water :

Under whole or single reefed topsails and top-gallant sails . . . . .	8 knots.	0 fathoms.
Under double reefed topsails. . . . .	8 „	0 „

Closed hauled with a head sea :

Under double reefed topsails and top-gallant sails. . . . .	
Under close reefed topsails and courses . . . . .	

Wind on the beam :

Under close reefed topsails and courses. . . . .	
Under treble do. do. . . . .	
Under double reefed topsails and top-gallant sails. . . . .	
In moderate weather unable to carry royals. . . . .	
Do. with all sail set. . . . .	

Wind on the quarter :

Under double reefed topsails, top-gallant sails, and studding sails . . . . .	
In moderate weather with royals and studding sails. . . . .	12 „ 0 „

Before the wind :

In a gale. . . . .	
In moderate weather . . . . .	12 „ 0 „

How does she scud in a heavy gale ?

What is her best point of sailing? Wind abeam.

Comparative rate of sailing with other ships? Average.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Shows symptoms of weakness, from being over-masted.

*Signed.*      INGESTRIE, CAPTAIN.  
JAS. UNDERWOOD, MASTER.

---

# H.M.S. VOLAGE.

(NAVAL SCHOOL.)

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 1st of January, 1844, and the 1st of January, 1845.

The draught of water which was estimated by the constructor to be the best trim ?	14 feet, 2 in. forward.
	15      4      aft.

The draught of water, found on trial to be her best sailing trim ?	15      4      forward.
	15      11      aft.

The rake of her masts from a perpendicular ?	Foremast	0 in. in a fath.
	Mainmast	0      „      „
	Mizen-mast	0      „      „

The necessary quantity of iron ballast for her ?	47 tons.
--	----------

The quantity of water she stows ?	53 tons.
-----------------------------------	----------

Her draught of water, with as much provisions and stores as she can conveniently stow ?	15 feet, 4 in. forward.
	15      11      aft.

The height of her ports when fully stowed with stores and provisions.	Foremost	6      1½
	Midship	5      11½
	Aftermost	6      7

How many days of the following articles can she conveniently stow for her complement of men ?	Provisions,	70
	Bread	70
	Spirits	70
	Water	42
	Coals	90

How armed?	Main Deck	2 gun.	32 pounders.	25 cwt.
		18	32	17
	Quarter Deck	6	18	15

Does she ride easy at her anchors? Yes.



The inclination of the ship :

Under stormy staysails or trysails ? . . .	25 to 28 degrees.
„ do. and maintop sail ? . . .	25 to 28 „
„ do. do. and reefed foresail ? . . .	23 to 25 „
Under close reefed topsails and courses ? . . .	18 to 20 „
„ treble reefed topsails and courses ? . . .	14 to 16 „
„ double reefed topsails and top-gallant sails ? . . .	12 „
Under all sail, except royals. . . .	10 to 12 „
„ do. when just able to carry royals ? . . .	10 to 12 „

How does she carry her lee ports ? Well.

Does she roll easy or uneasy in the trough of the sea ? Easy, but deep.

Does she pitch easy ? Easy.

Is she, generally speaking, an easy or uneasy ship ? Easy.

How does she, in general, carry her helm ? A little a weather.

How does she steer ? Well.

How does she stay ? Well.

How does she wear ? Very well.

Is she weatherly or leewardly compared with other ships ? Very leewardly.

How does she behave lying to ? Well.

She has run per hour by the log, with as much wind  
as she could safely carry this sail to . . .

Close hauled with smooth water :

Under whole or single reefed topsails and top-gallant sails. . . .	8 knots.	0 fathoms.
Under double reefed topsails . . .	8 „	4 „

Close hauled with a head sea :

Under double reefed topsails and top-gallant sails . . . .	5 „	0 „
Under close reefed topsails and courses. . .	3 „	0 „

Wind on the beam :

Under close reefed topsails and courses. .	8 „	4 „
Under treble reefed topsails and courses. .	9 „	0 „
Under double reefed topsails and top-gallant sails. . . .	10 „	0 „
In moderate weather unable to carry royals. .	10 „	6 „
Do. with all sail set. . . .	10 „	0 „

Wind on the quarter :

In a gale. . . .	10 „	6 „
Under double reefed topsails, top-gallant sails and studding sails. . . .	10 „	6 „
In moderate weather with royals and studding sails. . . .	10 „	6 „

Before the wind :

In a gale	.	.	.	.	9	„	0	„
In moderate weather.	.	.	.	.	10	„	6	„

How does she scud in a heavy gale?

What is her best point of sailing? Free.

Comparative rate of sailing with other ships? Never tried.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Begins to show symptoms of weakness.

*Signed.* W. DICKSON, CAPTAIN.  
R. J. T. LEVINGE, SENIOR LIEUT.  
R. S. GODDEN, MASTER.  
JAMES COMMINS, CARPENTER.

# H.M.S. ACTÆON.

(NAVAL SCHOOL)

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 1st of January, 1838, and the 20th of March, 1838.

The draught of water which was estimated by the constructor to be the best trim? . . . . . 0 feet, 0 in. forward.  
0 0 aft.

The draught of water, found on trial to be her best sailing trim? . . . . . 15 9 forward.  
16 8 aft.

The rake of her masts from a perpendicular? Foremast in. in a fath.  
Mainmast 1½ "  
Mizen-mast 1¾ "

The necessary quantity of iron ballast for her? 65 tons.

The quantity of water she stows? . . . 68 tons.

Her draught of water, with as much provisions and stores as she can conveniently stow? . . . 15 feet, 9 in. forward.  
16 8 aft.

The height of her ports, when fully stowed with stores and provisions. . . . . Foremost 6 0  
Midship 5 6  
Aftermost 5 2

How many days of the following articles can she conveniently stow for her complement of men? Provisions }  
Bread } 120  
Spirits }  
Water }  
Coals }

How armed? . . . Main Deck 20 guns. 32 pounders. 25 cwt.  
Quarter Deck 4 32 17  
Forecastle 2 9 26

Does she ride easy at her anchors? Very easy.

The inclination of the ship.

Under stormy staysails or trysails? . . .	12
„ do. and maintop sail? . . .	12
„ do. do. and reefed foresail? . . .	13
Under close reefed topsails and courses? . . .	12
„ treble reefed topsails and courses? . . .	12
„ double reefed topsails and top-gallant sails? . . .	12
Under all sail, except royals . . .	11
„ do. when just able to carry royals . . .	10

How does she carry her lee ports? Very low.

Does she roll easy or uneasy in the trough of the sea? Very deep, but easy.

Does she pitch easy? Deep and uneasy.

Is she, generally speaking, an easy or uneasy ship? An uneasy ship.

How does she, in general, carry her helm?  $\frac{3}{4}$  turn a weather.

How does she steer? Easy.

How does she stay? Very quick.

How does she wear? Very slow paying off.

Is she weatherly or leewardly compared with other ships? No trial.

How does she behave lying to? Tolerably well.

She has run per hour by the log, with as much wind

as she could safely carry this sail to. . . . .

Close hauled with smooth water :

Under whole or single reefed topsails and top-gallant sails. . . . .	8 knots 6 fathoms.
Under double reefed topsails. . . . .	8 „ 4 „

Close hauled with a head sea :

Under double reefed topsails and top-gallant sails. . . . .	5 „ 4 „
Under close reefed topsails and courses. . . . .	4 „ 0 „

Wind on the beam :

Under close reefed topsails and courses. . . . .	10 „ 0 „
Under treble reefed topsails and courses. . . . .	10 „ 4 „
Under double reefed topsails and top-gallant sails. . . . .	11 „ 4 „
In moderate weather unable to carry royals. . . . .	10 „ 0 „
Do. with all sail set. . . . .	10 „ 4 „

Wind on the quarter :

In a gale. . . . .	11 „ 0 „
Under double reefed topsails, top-gallant sails and studding sails. . . . .	10 „ 4 „
In moderate weather with royals and studding sails. . . . .	10 „ 0 „

Before the wind :

In a gale. . . . .	10 „ 0 „
In moderate weather. . . . .	9 „ 4 „

(*Naval School.*)

How does she scud in a heavy gale? Very well.

What is her best point of sailing? Wind a beam.

Comparative rate of sailing with other ships? Have had no trial.

Is she generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Very strong and well-built.

*Signed.* E. BARNETT, CAPTAIN.

G. BIDDLECOMBE, MASTER.

W. BOX, CARPENTER,

---

# H.M.S. ELECTRA.

(NAVAL SCHOOL.)

A Report of the sailing and other qualities of this Ship, ascertained under various circumstances, and from strict observation, between the 22nd of February, 1838, and the 1st of Jan. 1839.

The draught of water which was estimated by the constructor to be the best trim? . . . . . 0 feet, 0 in. forward.  
0 0 aft.

The draught of water found on trial to be her best sailing trim? . . . . . 12 10 forward.  
14 4 aft.

The rake of her masts from a perpendicular? Foremast in. in a foot.  
Mainmast

The necessary quantity of iron ballast for her? 40 tons.

The quantity of water she stows? . . . . . 50 tons.

Her draught of water, with as much provisions and stores as she can conveniently stow? . . . . . 12 feet, 10 in. forward.  
14 4 aft.

The height of her ports when fully stowed with stores and provisions. . . . . Foremast 6 0  
Midship 5 6  
Aftermost 6 2

How many days of the following articles can she conveniently stow for her complement of men? Provisions, }  
Bread } Stows her provisions  
Spirits } well.  
Water }  
Coals }

How armed? . . . . . On Main Deck 2 guns. 18 pounders. cwt  
Carronades 16 „ 32 „

Does she ride easy at her anehors? Very easy.

(Naval School.)

The inclination of the ship :

Under stormy staysails or trysails? .  
 „ do. and maintop sail? .  
 „ do. do. and reefed fore sail? .  
 Under closed reefed topsails and courses?  
 „ treble reefed topsails and courses?  
 „ double reefed topsails and top-gallant sails?  
 Under all sail except royals? .  
 „ do. when just able to carry royals?

Stands under her  
 sails tolerably well, but  
 with a great inclination  
 of 18 degrees.

How does she carry her lee ports? Tolerably well.

Does she roll easy or uneasy in the trough of the sea? Easy, but very deep indeed.

Does she pitch easy? Yes.

Is she, generally speaking, an easy or uneasy ship? Very easy.

How does she, in general, carry her helm? Uncertain.

How does she steer? Very well.

How does she stay? } Wears very well, but in stays she falls off very much,  
 How does she wear? } particularly when blowing fresh.

Is she weatherly or leewardly compared with other ships? Leewardly.

How does she behave lying to? Easy, but falls off a great deal.

She has run per hour by the log with as much wind  
 as she could safely carry this sail to. . . . .

Close hauled with smooth water :

Under whole or single reefed topsails and top-  
 gallant sails . . . . . 9 knots, 4 fathoms.  
 Under double reefed topsails . . . . . 9 „ 0 „

Close hauled with a head sea :

Under double reefed topsails and top-gallant  
 sails? . . . . .  
 Under close reefed topsails and courses .

Wind on the beam :

Under close reefed topsails and courses. .  
 Under treble reefed do. do. . . . .  
 Under double reefed topsails and top-gallant-  
 sails . . . . .  
 In moderate weather unable to carry royals .  
 Do. with all sail set. . . . . 11 „ 4 „

Wind on the quarter :

In a gale. . . . .  
 Under double reefed topsails, top-gallant sails  
 and studding sails . . . . .  
 In moderate weather with royals and studding  
 sails. . . . .

Before the wind :

In a gale . . . . .  
 In moderate weather. . . . . 10 „ 6 „

How does she scud in a heavy gale?

What is her best point of sailing? Light winds and clean full.

Comparative rate of sailing with other ships? The only trial with H.M.S. Vestal and Calliope; the former superior, the latter nearly equal, but weatherly.

Is she, generally speaking, a well-built and strong ship, or does she show any symptoms of weakness? Very strong and certainly no symptoms of weakness.

*Signed.* W. PRESTON, COMMANDER.

JOHN KELLOCK, MASTER.

THOMAS JONES, CARPENTER.

---



## OFFICIAL LETTERS.

---

*Extract of a Letter from VICE-ADMIRAL SIR EDWARD OWEN, to  
the Admiralty.*

"H.M.S. Queen, at Sea,  
" March 28th, 1842.

" The motion of the Queen has been most easy, her rolling gradual without heavy lurches; and although she has not yet had to carry sail against a head sea; there is nothing in her motion hereto to indicate a disposition to uneasiness in pitching, but on the contrary, her working has in everything been that of easy and lively motion.

" Of the handy working of the Queen, with this fair wind, we have had little to observe; but whilst standing off, and on this morning off Gibraltar, she was twice put about under single-reefed topsails, jib and spanker (without courses) and was as handy as a pleasure-boat."

---

*Extract of a Letter from VICE-ADMIRAL SIR EDWARD OWEN, to  
the Admiralty.*

"H.M.S. Queen, Malta,  
" June 5th, 1842.

I have called for reports upon the qualities of the several ships from their respective Captains, and hope to have them for enclosure in this letter.

" In the mean time, I may say, so far as my own observation went, no one of the ships except the Vanguard could compete with H.M.S. Queen, whether in easiness of motion, in working, or in sailing. She does not so well answer under low sail, but bears pressing with her canvass and answers to it by her power.

Y

"In a head sea which followed the gale we had at E. to S.E., the ships were all alike ungovernable ; but I can have no difficulty in pronouncing the Queen, a ship superior to all three-deckers, and to most of those with two decks.

"I send herewith, for their lordships information, a report of the sailing qualities of my own flag-ship, together with reports from the captains, of the qualities of their respective ships, and their observations on the Queen in reference thereto."

---

[The following are the Reports referred to by SIR EDWARD OWEN.]

*From REAR-ADMIRAL MASON, to the Commander-in-Chief.*

"H.M.S. Howe,

"June, 1842.

"I consider the Queen to have sailed well, as compared with every other ship ; the Vanguard appeared to be the only one superior to her ; the Queen certainly sailed considerably faster than the Howe, except in a head sea, when we thought the Howe sailed nearly as well as the Queen or Vanguard.

"As regards the comparative rate of sailing between the Howe and the rest of the squadron, it is proper to observe that the Howe has not been fresh coppered for upwards of seven years, and that her bottom is very foul.

"In point of stability, the Queen certainly excels the Howe considerably."

---

*From SIR DAVID DUNN, to the Commander-in-Chief.*

"H.M.S. Vanguard,

"June 4th, 1842.

"In reference to your general memorandum, No. 35, I have to state that I am in every way pleased with the qualities of H.M.S. under my command ; sailing well, working very quick, is remarkably easy, of very weatherly disposition, and great stability, and, in comparison with other ships, has beaten every vessel of war she has yet fallen in with.

"I have to state, that H.M.S. Queen, during the last cruize, by my

observation appeared, so far as I was able to judge, to possess every quality which I have attributed to the ship I have the honor to command."

---

*From CAPTAIN RICH, to the Commander-in-Chief.*

"H.M.S. Calcutta,

" June 6th, 1842.

"With respect to the comparison between this Ship and the Queen, there can be no doubt, in my opinion, as to the superiority of the latter in every point, namely in sailing, working, stability, and weatherly qualities."

---

*From CAPTAIN BARNARD, to the Commander-in-Chief.*

"M.H.S. Cambridge,

" June 5th, 1842.

"The observations made on the sailing qualities of the Queen were, that from the low sail she generally was under, she appeared to have a decided advantage over other ships in light winds and smooth water; in strong winds and a sea, the fast-sailing ships equal to her. She appears to work well."

---

*From CAPTAIN PRING to the Commander-in-Chief.*

"H.M.S. Thunderer,

" June 5th, 1842.

"With respect to the observation made on the comparative sailing of the Queen and Thunderer, I think their sailing about equal, as we were generally under the same sail in keeping our station."

---

[The following Letters from Sir Edward OWEN, Captains FORREST, MAUNSELL, and CHAMBERS, are of a subsequent date, and give their opinion of the comparative rate of sailing, of the Queen with the Monarch, Rodney, Indus and Impregnable.]

*From SIR EDWARD OWEN to the Admiralty.*

"H.M.S. Queen,

" Sept. 12th, 1842.

"The following was the draught of water when the Queen sailed on

the last cruize, on the 15th of July, 1842:—aft, 24 feet 11 inches forward, 24 feet 4 inches; midship port, 6 feet 6½ inches.

“She was then as manageable as any yacht, and untouched in sailing by any ship in company, except Rodney, which was less weatherly in proportion to her fore-reaching by the wind, and was left astern more than two miles, or one-sixth of the whole distance sailed, when we bore up to put into port.

“Thus, my lords will see that the ship is now at the flotation recommended, and will, I have no doubt, maintain her reputation; her only present drawback being foul copper, which is common to all vessels lying in this harbour.”

---

*From SIR EDWARD OWEN, to the Admiralty.*

“H.M.S. Queen,  
“Sept. 29th, 1842.

“I have the honor to inclose several reports which I have just received, relative to the comparative sailing qualities of the different ships.”

---

*From CAPTAIN CHAMBERS, to the Commander-in-Chief.*

“H.M.S. Monarch,  
“September 29th, 1842.

“In obedience to your signal to report the comparative rate of sailing of the ships in company, I beg to state that I consider, free, off the wind, the Queen the second-best ship; Indus third; Rodney fourth; and Impregnable fifth; although yesterday, Impregnable appeared to keep way with Rodney. On a wind, the sailings have not been so well decided, but on that point I consider the Queen and Rodney equal; Indus fourth; and Impregnable fifth.”

---

*From CAPTAIN MAUNSELL, to the Commander-in-Chief.*

“H.M.S. Rodney,  
“Sept. 29th, 1842,

“In compliance with your signal of this day, I beg leave to transmit

a report of the trial of sailing of H.M.S. Rodney, with H.M.S.'s Queen, Impregnable, Monarch, and Indus, on the 25th and 26th days of Sept.

"September 25th, at 5h. 40m. a.m. steering N. W. with the wind from the northward and eastward, the signal was made to chase W. by N. the Queen, then bearing N.W. one mile, continued under all sail for six hours, averaging about three knots an hour. At noon, when we shortened sail, the Queen had beat us one mile, Monarch had beat us nearly three miles, Indus as nearly equal to us as possible, Impregnable had dropped considerably.

"September 26th, at 6, a.m. steering S. by W. with the wind S.E. by E.; the signal was made to chase W. by N.  $\frac{1}{2}$  N.; the Queen then bore S. by W. one mile, continued under all sail for five hours, averaging about six and a half knots per hour, when we shortened sail at 11 a.m. The Queen bore W.N.W.  $3\frac{1}{2}$  miles, having beat us during the time  $3\frac{1}{2}$  miles.

"Monarch's signal having been made to chase, could not exactly determine what advantage she had over us, but when she was recalled, she evidently had a very considerable advantage over us. We dropped the Impregnable and Indus considerably during the chase; and I have no hesitation in saying that the Queen and Monarch have a considerable advantage over us, when running free, and more especially in light winds.

---

*From CAPTAIN FORREST, to the Commander-in-Chief.*

"H.M.S. Impregnable,

"September 29th, 1842.

"My opinion of comparative rate of sailing of ships present, is as follows :—

- |            |                    |
|------------|--------------------|
| 1. Queen   | } Uncertain which. |
| 1. Monarch |                    |
| 2. Rodney  |                    |
| 3. Indus   |                    |

"Impregnable, amongst these very capital ships, very fair."

*From CAPT. RICH, to the Commander-in-Chief.*

"H.M.S. Queen, Malta,

"February, 22nd, 1844.

"I have the honour to transmit to you, the accompanying track chart, showing the route of Her Majesty's Ship Queen, since leaving this place on Tuesday last, the 16th instant.

"We unfortunately parted company with the Vernon, on the night of the 17th, a statement of which, I have had the honor to transmit.

"Seeing nothing of the Vernon since that time, and finding on Saturday morning, serious cause of apprehension that the mainyard was sprung, I thought it my duty to return, without loss of time, to this harbour, which I hope you will approve.

"Since parting company with the Vernon, many occasions have arisen, to afford satisfactory proof of the fine qualities of this ship. In working to windward under a fair press of sail, in which, as far as could be estimated by the log, without comparison with any other vessel, she appeared to act admirably; going 9 knots 6 fathoms under single reefed topsails and top-gallant sails, and 7 knots 6 fathoms against a heavy head sea, working quick and steering easy.

"On the night of Saturday last, the 20th instant, it blew a very heavy gale of wind from the northward and westward, during which, the ship was perfectly easy, and kept steadily to the wind under a close reefed fore-topsail, main staysail and double reefed main and mizen try-sail, going from three to three-and-a-half knots an hour.

"During the continuance of the gale, the wind veered from W.N.W. to N.N.W. and upon both tacks the ship was thrown into the trough of the sea; under which trying circumstances, I consider her to be as easy as any ship I know."

---

*From MR. MILLER, the Master of the Fleet, to the Commander-in-Chief.*

"H.M.S. Queen,

"January, 22nd, 1844.

"With reference to your letter of the 15th instant, desiring me to re-

port to you on the return of the Queen from her cruise in company with the Vernon, my observations respecting the comparative qualities of these ships, as to ease and working. I have the honour to report to you, that on joining the Vernon off the harbour, on the 16th, the ship stood to the N.N.W. with a light breeze from the S.W. and a heavy swell from S.S.E. in which the Queen appeared to roll lighter and easier than the Vernon; standing to the N.W. all night, the wind veered from S.S.W. to W.S.W. and increased to a strong breeze, and at eight A.M. the ships were under treble-reefed and close-reefed topsails, the Vernon's courses being also reefed. During the whole of this period, the Queen kept her station on the weather quarter of the Vernon with ease.

"Captain Rich thinking this a favourable opportunity to try the stability and sailing qualities of the Queen, asked permission to chase N.W. by W. and made sail to double-reefed topsails, top-gallant sails, courses, jib and driver, but the Vernon made no corresponding sail, and soon dropped three points, when a reef was shook out of her topsails, and the reefed driver and inner jib set; but still dropping fast astern. The Queen was soon afterwards under single-reefed topsails, courses, top-gallant sails, jib and driver, with an inclination of 7 to 8 degrees. The Vernon, about this period made the signal, mizen topmast rigging gone, and about an hour afterwards tacked and stood to S.W.; following her motions and shortening sail to a fresh gale, no further opportunity was afforded me of making observations on the qualities of the ships, the Vernon having parted company during the night; but in endeavouring to get to the rendezvous against strong N.W. winds and a heavy sea, the Queen's qualities of stability and easiness were manifest, and I feel confident that having taken some pains in cleaning her copper, which during the previous cruise was very foul, and trimmed to five inches by the stern, nearly the builder's trim, and lightened her to a seven feet two inches midship port, her sailing and working qualities have been greatly improved; and although no trial with the Vernon took place, I offer as a proof, that under single-reefed topsails, top-gallant sails, courses, jib and driver, she went by the log, 9 knots and 6 fathoms, and 7 knots and 6 fathoms against a head sea, with an inclination of only 7 degrees.

"In the very heavy gale of the night of the 20th, under the circumstance of a partial shift of wind during the gale, having thrown her in the trough of the sea in each track, I consider her to have been easier than any ship of the line I have ever been in; and under all circumstances, in this short but boisterous cruise, I am satisfied that we have approached nearer her proper trim than on any former occasion."

## H.M.S. VANGUARD.

---

*From ADMIRAL SIR ROBERT STOPFORD, to the Secretary of the Admiralty.*

“H.M.S. Princess Charlotte, Malta,

“August 27th, 1838.

“In compliance with their lordship's order of the 4th instant, directing me to report the result of any trial of sailing which the ships and vessels may have been engaged in, since I took the command of the squadron in the Mediterranean, you will be pleased to acquaint their lordships that the Rodney, Vanguard, Asia, Barham, Carysfort, and Harlequin, are the only ships which I have sailed in company; that in a trial of sailing on a wind, and a fresh breeze, with the Vanguard, Carysfort, and Harlequin, the Vanguard had the advantage in a most decided manner; but that, with the exception of the Vanguard, I am of opinion that the Carysfort and Harlequin would have the advantage of most ships in turning to windward.

“From a short trial with the Rodney under double reefed topsails and a head sea, she appears to possess advantage over other ships; the Barham's coppers being foul, no fair criterion of her qualities can now be ascertained; but she is at all times a magnificent frigate, and sails well under this disadvantage.

“The other ships have been detached from the squadron, and I have not had any opportunity of forming an opinion of their sailing qualities. The Asia has been but one cruise with me, but in light winds does not make much progress.”



*Letter from REAR ADMIRAL BOUVERIE, to the Secretary of the Admiralty.*

Her Majesty's Dock-yard, Portsmouth,  
August 14th, 1838.

"In compliance with the desire of my Lords Commissioners of the Admiralty, conveyed to me in your letter of the 4th instant, I have the honour to send for their lordships' information, the following report of my opinion of the sailing and other qualities of Her Majesty's Ship Vanguard, during the time I had the pleasure to command this noble ship for a year, ending the 22nd of March, 1837. It is now nearly 18 months since I resigned my command, and not having in my possession the necessary official documents to refer to, there are many particulars connected with the Vanguard's superiority over other ships with which she sailed, which I do not remember so distinctly as to justify my mentioning them in this report, being anxious to confine myself to facts that will bear the strictest investigation.

1st. Her stability under a press of sail :—

"During the period above mentioned, she was tried in every description of weather, and under almost every circumstance incidental to cruising in the summer and autumn months, and her comparative stability with that of other ships in company with her was always remarkable, often admitting of the lower deck ports being kept up, and her guns being fired horizontally, when the ports of her consorts were obliged to be barred in. On several occasions of the squadron carrying sail, and the signal being made by Vice-Admiral, Sir Charles Paget, our Commander-in-Chief, to make known the inclination of each ship, the Vanguard heeled only from six to eight degrees, rarely exceeding the latter number, while other ships have indicated their inclination to be twice as much. This is a fact of the highest importance, to which I take the liberty to invite their lordship's particular attention. In March, 1836, she had on board 140 tons of iron ballast, but by November in the same year, the quantity was reduced to 70 tons, which we found to be quite as much as necessary.

2nd. "How she behaves in a heavy sea, ?—Nobly ; easy in all her movements, and without straining a rope-yarn. In a heavy gale of several days continuance, in the beginning of October, 1836, her conduct was

Z

the admiration of all on board ; there was no working of her masts, nor straining of her rigging, nor symptoms of weakness in her hull ; no discoloration of the whitewash of her wings from leaks. In this gale the fore and mizen topsails were furled ; but when we gave her a little more aftersail than she had previously had, the manner in which she kept to windward of the *Bellerophon* and *Pembroke* (the ships then in company) proved her remarkable superiority.

“ 3rd. Her capacity for stowing water and provisions, and in berthing her men ?—She stows upwards of 400 tons of water, and could carry with perfect ease, five months’ bread, and six months’ provisions of all other species for her complement of 620 men, and an abundant supply of stores for her own use. She could take even more than these quantities, but I confine myself to facts which would not affect the qualities necessary for a man of war to possess. Her crew are berthed with the greatest convenience and comfort. I must here mention that I am perfectly satisfied that she would carry well a tier of 68 pounders on her lower deck.

“ 4th. How she works under every variety of weather ?—She stays and wears beautifully, and the following instances prove her superiority under this head : at different times in working into Plymouth Sound, it was difficult to keep her in her station, astern of the *Bellerophon*, and in beating into the Cove of Cork on the 20th of September, 1836, she spared that ship royals and courses, and actually worked through the Narrows under topsails, top-gallant sails, jib and spanker ; she also beat into Malta harbour in January, 1837, with the wind dead out, and anchored abreast of the outer Barracca.

“ I shall now submit a few additional remarks on the qualities of the *Vanguard*, as compared with those of other ships, and I am satisfied I shall be borne out in all I assert, by those officers who have witnessed her evolutions, and who have had opportunities of judging of her powers and superiority.

“ The manner in which she went to windward of the squadron, in the various trials of sailing in 1836 was very remarkable, but more particularly so on the 18th of August, in a trial by the wind, when the *Bellerophon*’s position, from being half a mile a head, was changed to but a little before the lee beam, the distance between the two ships being increased to seven miles ; and in another trial by the wind on the 29th of October,

with a good deal of head sea, under double-reefed topsails and top-gallant sails, the ships in company being the *Inconstant*, *Pique* and *Pantaloon* (the Vice-Admiral's flag being in the *Inconstant*.) the *Pantaloon* kept most to windward, the *Vanguard* next, and after a trial of five hours, the *Inconstant* and *Pique* tacked, when the former passed two miles and 260 yards to leeward, and the latter ship, a little less than that distance.

"On this latter occasion, the ships were in close order at starting but the course of the two frigates appearing to me to be considerably off the wind, I asked by signal whether the trial sailing was to be by the wind, and the answer was "yes," the signals previously made, having been to close round the admiral, and to try rate of sailing. I mention this fact, merely to show the decided superiority of the *Vanguard*, in lying close to the wind, and in clawing to windward, a quality of paramount importance for reasons which their lordships' are conversant with, and which it is therefore unnecessary for me to enlarge upon."

## H.M.S. VERNON.

---

*From VICE-ADMIRAL SIR JOSIAS ROWLEY, to the Admiralty.*

"H.M.S. Caledonia,

"Malta, April 2nd, 1835.

"Sir,—With reference to Mr. Barrow's letter of the 24th of November last, No. 143, conveying to me the directions of the Lords Commissioners of the Admiralty to take the Vernon under my command, and signifying their lordships' further desire that I embrace every opportunity to cause that vessel to be tried as to her rate of sailing and other properties as a ship of war, under every circumstance of weather, with the Portland and any other fast-sailing ship, and directing me to report particularly the result of these trials, I have to acquaint you, for their lordships' information, that at 8 55 A.M., on the 9th ultimo, I directed the Vernon, Portland and Columbine to try their rates of sailing accordingly, and ordered the squadron to mark particularly the result, and to report upon it. It was blowing a fresh breeze, and, after a trial of three hours' duration, I observed that the Vernon had so far weathered on the Portland, as to claim a decided superiority over that ship when close hauled. The Portland at noon sprung her fore-topmast. The Columbine during the trial fell considerably to leeward.

"On the 13th, at 9 20 A.M., I ordered the Thunderer, Vernon, Portland and Endymion to make a comparative trial without risking their spars, directing the squadron generally to observe and report, as on the 9th. The wind was blowing fresh, with squalls at times. The result of this day's experiment, which lasted about four hours, also proved the superior capabilities of the Vernon when going large or before the wind although Capt. M'Kerlie is of opinion that it is her worst point of sailing.

"On the succeeding day, a trial took place between the four ships named on the 13th; but, on account of the wind being light and not steady, no satisfactory opinion could be formed of the result.

"The trial of the 15th further established the Vernon's superiority in fore-reaching the Portland and Endymion, during five hours sailing, from ten to twelve miles, leaving the Thunderer further astern.

"On the two subsequent trials, the 16th and 18th, the Vernon still supported the high character which the result of these several experiments has gained for her; and I am of opinion that she is, in all points, a very superior vessel.

"I transmit, for their lordships' further information, the reports thereon made to me by the captains of the squadron."

---

*Letter from CAPT. WISE, H.M.S. Thunderer, to VICE-ADMIRAL SIR  
JOSIAS ROWLEY.*

"H.M.S. Thunderer, at Sea,

"March 13th, 1835.

"In obedience to your signal of this morning to report to you on the comparative sailing of the Vernon, Portland and Endymion, I beg to state, that in my opinion the former ship has shown a decided superiority. In  $4\frac{1}{2}$  hours she has left Portland I think about 4 miles; the Endymion more than 5; and the Thunderer 6; the wind right aft blowing strong; the Thunderer has been going  $10\frac{1}{2}$  and 11 knots. I should remark, that both this ship and the Portland have laboured under the disadvantage of carrying away a fore-top-mast studding sail boom.

---

"H.M.S. Thunderer, Salanis,

"March 10th, 1835.

"In obedience to your signal of yesterday to report my opinion of the result of the trial between the Vernon and Portland, I beg to state that when they started, the Vernon appeared from the Thunderer to be  $\frac{1}{4}$  of a mile on the Portland's lee beam, and in rather less than an hour she had crossed ahead of the Portland, and was on her weather beam; both ships having continued on the same tack, the Vernon then appeared

to fore-reach fast, and when she tacked two hours and ten minutes from the time of starting, she weathered the Portland, I thought, about  $\frac{1}{2}$  a mile. Shortly after the latter ship sprung her fore-topmast, and the trial was consequently at an end.

"I beg to add, that from the Thunderer having got out of her station during the night, she was too far from the frigate to enable me to form an accurate opinion as to their relative bearings or distance."

---

## H.M.S. PIQUE.

---

*From CAPTAIN ROUS, to the Admiralty.*

"H.M.S. Pique,

"June 19th, 1835.

"In answer to your letter desiring me to report the sailing qualities of H.M.S. under my command for their lordships' information, I beg to state that, as far as the experience of two months, February and March, in the Bay of Biscay, will allow me, the Pique is a most powerful ship in bad weather, and very superior in carrying sail off a lee shore; her stability is so great that it is difficult to make her heel over six degrees, when, under the same canvass, one of the old class of frigates would be inclining twelve or thirteen degrees, and, consequently, would be incapacitated from fighting her guns. She stows upwards of six months' provisions, stores, and 175 tons of water under hatches. She rolled deep and lurched quite to windward under easy sail; I expect this will be relieved by diminishing her ballast from 52 to 30 tons, and bringing it up in the afterhold instead of stowing it under the main magazine, alongside her keelson.

"She requires only the necessary ballast to trim her by the stern, and, in my opinion, she should never be less than 2 feet 4 inches by the stern when deep, and nearly 3 feet on a higher draught; then she is very easy and dry; but get her on any thing like an even keel and she will wash every thing off her fore-castle. I cannot speak more strongly in favour of her being an easy ship than by stating we carried sail against the Castor for

twelve days, during which time we experienced two heavy gales, with our bobstays and lower rigging slacks pulled up dead eye and dead eye at sea, consequently not a mast or the bowsprit properly secured; and I have no doubt that under similar circumstances many ships would have been dismasted. With respect to the relative qualities of fast sailing between the *Castor* and the *Pique*, the latter in fine weather beating to windward has rather the best of it, and the former has a slight superiority off the wind; but blowing hard, against a heavy sea, the *Pique* can outcarry and bury the *Castor*. In the event of war, the *Pique* might with the greatest ease carry eight additional long 32 pounders, six on the gangway and two on her maindeck, larger masts and yards, and 125 more men. At present her complement is not sufficient to work the guns or to navigate the ship in bad weather."

---

*From CAPTAIN ROUS, to VICE ADMIRAL SIR W. H. GAGE, G.C.H.*

"H.M.S. *Pique*, Lisbon,

"May 11th, 1837.

"I have the honour to address an official report to you on the qualities of Her Majesty's Ship *Pique*, and of her comparative sailing merits with Her Majesty's Ship *Inconstant*.

"I must observe, that if the *Pique* was intended to be built to carry only thirty-six guns and her present masts and yards, she is at least 200 tons larger than is requisite for those specific purposes.

"With the same propelling power, she is supposed to be upon a sailing par with the *Inconstant* and *Castor*, although she is 230 tons greater burthen, with four feet more beam than the former ship, and 350 tons with 6 feet more beam than the latter; both ships with a less weight of hull by 100 tons, carrying lighter guns, drawing less water and not standing so high out of the water.

"The topmasts supplied to the *Pique* are too short to hoist her sails, and in a ship where the extremes under water are very fine, consequently requiring the weight to be concentrated as much as possible, the magazine eats up the main hold, and 10 tons of powder occupy a space capable of stowing 50 tons of water in the centre of the ship, and the body of the wing tanks being five feet above the keelson, leaves a vacuum where there ought to be the greatest weight.

"April, 1835, I officially stated, that H.M.S. was a failure in the builder's trim. She plunged heavily, and strained her rigging; so much so, that the lower shrouds chafed into bolsters, and the iron plates to guard the shrouds were sawed through in one night, during our six weeks cruise in the Bay of Biscay.

"These defects are obviated in a great measure by clearing out the weight from the fore-part of the ship, sailing her upwards of 2 feet 6 inches by the stern, and raking the masts well aft.

"The Lords Commissioners of the Admiralty are aware of my repeated and earnest solicitations that this point should be conceded.

"The experimental cruise, under Sir Charles Paget, proved that the Pique could do nothing against a head sea with the Inconstant; and on the two days the Pique had the advantage, in my opinion, it was owing to fortuitous circumstances.

"In the next cruise, again rigourously in the builders' trim, per Admiralty order, the Inconstant beats the Pique in a fine working breeze, a quarter of a mile per hour to windward; runs in the proportion of seven to six feet off the wind; and in only one day's trial, blowing strong, the Pique springs her foremast. During this cruise we had no opportunity of trying the ships against a head sea. I have no excuse to offer for our defeat except that the Inconstant's copper is cleaner than ours, she having been lately in dock.

"If the Pique is allowed to carry masts in proportion to her hull, and to make the alterations I have alluded to, she will, in my opinion, prove herself a very fast and efficient ship, and may with great ease carry four additional guns.

"As their lordships did me the honour to entrust a frigate of a new construction to my charge, I feel it my duty to speak the whole truth, and not deceive the constructor by flattering and specious reports, tending to mislead him; and I hope to be excused in remarking, that a short bow on fine lines under water, is not adapted to meet a head sea, and that a peg-top midship section, although applicable to smaller vessels, will not pleasantly carry two tier of guns and a full cargo. A raking sternpost and an overraking stern, with a short gripe condemn themselves.

"Having stated these defects, I beg to add my testimony of her qualifications as a very superior man of war, from her great stability, being able to work off a lee shore in the heaviest gale, where the old ships could not stand up under their courses.



"With the greatest respect for the talents of Sir William Symonds, and grateful as every naval man must feel to him, to see a superior class of ships in the service, I am anxious to have his attention called to these weak points, in full confidence that no man is better able to rectify them."

---

*From CAPTAIN BOXER, to ADMIRAL SIR P. C. H. DURHAM.*

"H.M.S. Pique, Portsmouth,

"July, 23rd, 1838.

"In compliance with your directions to furnish you with a detailed report of H.M.S. under my command, for the information of the Lords Commissioners of the Admiralty, as to her stability under a press of sail, her capacity for stowing provisions and berthing men, how she works under every variety of weather, how she behaves in a heavy sea, and other remarks or observations I may have to make in comparison with any other ships of war.

"In reply to which, I have the honour to inform you, that from the service the Pique has had to perform, a fair opportunity has been afforded me of fairly reporting my opinion on them, viz:—

"Working to windward against a head sea. On the 23rd December last, I left Plymouth Sound, blowing very strong from the southward, for St. Sebastian; and being aware of their lordships' anxiety for the arrival of the Pique at that port, I pressed the ship very much against very strong south-west winds, and arrived there on the 5th January, during which time, I was fairly enabled to judge of her qualities in beating against a heavy head sea, which she did without the least working to her masts or rigging, or the least appearance of strain to her hull, and it is impossible a ship could have behaved better.

"Lying-to in a gale of wind. On the 23rd January, sailed from Cork, with the head quarter division of the 93rd regiment, amounting to 323 men, and 50 women and children with the heavy baggage of that division, and a quantity of other stores belonging to the regiment, with 170 tons of water and seven months' provisions, for Halifax, and arrived there on the 5th of March, after encountering for 25 days, between the Western Islands and the Banks of Newfoundland, a succession of the heaviest gales, from the southwest and northwest, with a heavy cross sea, I have ever experienced during my servitude, particularly on the 12th and 13th February, when it blew a perfect hurricane, during which time

A a

it was impossible for any ship to behave better, and arrived at Halifax without a defect. I am therefore of opinion, that she is a very easy ship lying-to in a gale of wind, being buoyant in the extreme, and particularly dry, having shipped only one sea during those gales, which did her no injury.

"Stability.— It is impossible for me to say too much in her favor under this head, having had many opportunities of trying her, particularly on my return from St. John, N.B., to Halifax, with a fortnight's provisions on board, and not more than 90 tons of water, under single-reefed topsails, courses, jib, and spanker, it blowing strong, and going ten knots with the weather leaches lifting, she only heeled seven degrees. Also in beating into Spithead, on the 16th instant, with only three weeks' provisions, and about 80 tons of water, all sails set except royals, she did not heel more than six degrees although blowing fresh. I was also enabled to judge of her stability in comparison with H.M.S. Wellesley, in beating into Plymouth Sound, on the 29th of September last, it blowing strong, with royals and all sail set, her inclination was only seven degrees, when that ship, with only double-reefed topsails, jib, and spanker, was heeling 14 degrees. Under every circumstance her stability is extraordinary; indeed I never saw any ship stand up like her; notwithstanding she had no ballast in her.

"Working.—Particularly quick and sure, she never having missed stays during the time I have had the honor of commanding her, especially in beating out of Cork Harbour, it blowing very strong, and through the Gut of Canso, and many times out of Plymouth Sound, which enables me to give a decided opinion as to her superior qualities; under this head she also wears quick.

"Sailing.—Although I have had no opportunity of trying, except with the American frigate, Independence, which I beat very much on a wind, and had the advantage of going free, I am decidedly of opinion she is a very fast ship.

"Stowage.—One hundred and fifty tons of water and seven months' provisions under hatches, with six and a half months' bread in bags in the bread rooms: and if her magazine were placed in the same situation as other ships, which in my opinion it ought to be, thereby allowing the weight to be more concentrated, she would with ease stow at least 180 tons of water.

"Berthing.—Her great beam makes her very superior to other ships;

400 troops hanging up their hammocks with ease, besides the ship's company, and 300 of these troops messing with comfort on the main, and 130 on the lower deck, with the ship's company, having conveyed from Cork 323 troops, 50 women and children; from Halifax to St. John's N.B. the head quarter division of the 65th regiment, amounting to 400 troops and 77 women and children, with a quantity of artillery stores; and from Halifax to Quebec the whole of the troops and baggage that went out in the *Hercules*, with the whole of the heavy baggage of the 34th regiment, besides a great quantity of the officer's baggage, who had left that place in the winter with their regiments from Quebec, and 500,000 dollars at the same time, the ship remaining with all her equipments in a perfect state as a man-of-war.

"And as their lordships have been pleased to direct me to make any observation in comparison with other ships, I am decidedly of opinion she is in every respect a perfect man-of-war, having great superiority over every other ship of her class, in the stowage of water and provisions, and for carrying troops and stores, which their lordships will be able to ascertain by the returns of the ships conveying troops to Canada, the great superiority of the *Pique* for services of that kind. And I am also decidedly of opinion she has not more breadth of beam or height on the main deck than is necessary, being of opinion, if frigates are to be armed with line-of-battle ships' guns, they should have a line-of-battle ships' deck to fight them; and since I left England, the ships having experienced extremely bad weather, and exposed to the extremities of heat and cold, the thermometer being, while at Quebec, averaging between 80 and 90 degrees for the last three weeks I was there, and not having on my arrival here, a defect of the least importance, nor have had any, and not having the slightest occasion to caulk, there not being a leak in any part of her, nor does she show the least symptom of being strained or worked in any way, and not having carried away a spar or had occasion to set up the rigging since October last, in Plymouth Sound, I feel I am therefore justified in giving my opinion, that she is a very superior man-of-war, and a class of ship, well adapted for all the service required in her Majesty's navy.

"I beg also to observe, immediately on my joining the *Pique*, I in a measure made up for the great deficiency of weight amidships, caused by the magazine being placed there, by moving as much from both extremes as I was enabled to do, and that she has been sailed a foot by the stern and kept so with great ease, and her masts placed agreeably to the surveyor's wishes.

"I also beg leave to call their lordships attention to her peace establishment, which, taking into consideration the sick list, and the liability of being at times short of complement, I can assure their lordships her present complement is not sufficient for her."

---

*From CAPTAIN BOXER, to ADMIRAL LORD AMELIUS BEAUCLERK,  
G.C.B.*

"H.M.S. Pique, Plymouth,

"September 29th, 1837:

"In pursuance of orders from the Lords Commissioners of the Admiralty, to report to you on my arrival at Plymouth, the trial of sailing of H.M.S. Pique, under my command, with the United States' Frigate, Independence, Commodore Nicholson, for their lordships information, I have the honour to inform you, that at 2h. 30m. yesterday, both ships weighed, and made sail together from Spithead, the Independence two cables' length on the Pique's weather beam; in three tacks weathered her one cable's length, after making another tack, stood out on the larboard tack until five, at which time Pique had weathered her one mile and a half, dead to windward, she bearing W. by N. Shortened sail at 5h. 15m., made all sail before the wind, the Independence S. W.  $\frac{1}{4}$  W. half a mile. After seven hours' trial, the advantage was decidedly in our favour, having brought her to bear S.S.E. about four miles, running on an average nine knots and a half, when she appeared to alter her course more to the southward; we altered ours for this port. At daylight she bore S.S.E. lower yards down."

---

## H.M.S. COLUMBINE.

---

*From* COMMANDER HENDERSON, *to* ADMIRAL LORD AMELIUS  
BEAUCLERK, K. C. B.

"H.M.S. Columbine, Hamoaze,

"June 14th, 1836.

"In compliance with your memorandum of yesterday's date calling upon me to furnish your lordship, for the information of the Lords Commissioners of the Admiralty, with a detailed report of the qualities of the sloop under my command, and of any trials that may have taken place between her and other ships, I beg to acquaint your lordship, that, on weighing from the Downs on the 2nd of September, 1834, at 5 h. 15m. A.M. H.M.S. *Thalia* was seven miles directly to windward, and under sail before *Columbine*; that both vessels worked through the Channel the whole day under double-reefed topsails, setting and taking in top-gallant sails occasionally; and at 7 h. 30 m. P.M. we anchored under Dungeness, three miles to windward of *Thalia*, having beat her 10 miles out of 25. On the following day, under similar sail, the vessels weighed together about a mile distant, working through the Channel as before; *Thalia* was lost sight of from the mast-head in 11 hours; and ever since that period *Columbine* has had an advantage over every ship of war she has yet sailed with, of from a mile, to a mile and a half an hour to the wind, except on one occasion only, beating between the Islands of Cerigo and Seroi with unsteady winds, when *Childers*, for three hours following, crossed on opposite tacks about the same distance, or rather less to windward than she was at starting, viz. three cables' length; but this was a singular exception only, as the very first opportunity after of sailing with her in open sea room, off Malta, on the 7th August, 1835, under the observation of the commander-in-chief, she beat *Endymion*, *Sapphire*, and *Childers*, at

the rate of a mile and a mile and a half an hour to the wind ; and although Childers is the fastest vessel, excepting Vernon, she has sailed with, the advantage over her may be estimated at a mile an hour to the wind, and sparing top-gallant, and top-mast studding sails off the wind.

"On the first trial with Scout and Childers by the orders of the Commander-in-Chief, on the 5th November, 1834, our superiority over Scout was from a mile and a half to two miles, and over Childers a mile to the wind in moderate winds ; and in strong winds, after Scout parted company, we spared Childers top-gallant sails, and weathered on her, nearly half a mile an hour without them.

"On the 7th March, 1834, running with the wind abaft the beam in a considerable sea, under treble-reefed topsails, double-reefed boom mainsail and fore topmast staysail, lowering maintop sail occasionally. to keep on the Admiral's beam, from 8h. P.M. to 4h. A.M. of the 8th, spared Calcedonia, Edinburgh, Revenge and Canopus, courses and jib, Thunderer and Portland hauling up and setting square mainsail, as necessary to keep station ; and on the 9th, in working round the Island of St. George with Vernon and Portland, whilst making the last tack to weather the island, the fore-yard gave way in the slings, which compelled us to pass to leeward of it again. At 45 minutes past noon Vernon spoke us abreast of the Island, standing for Salaamis, carrying all sail ; Portland was then hull down a head, steering for Salaamis also, and, notwithstanding the want of our foresail, we came up and anchored at the same time with Portland, and only 15 minutes after Vernon, each vessel carrying all possible sail.

"September 3rd, 1835, at 2h. 30m. P.M. commenced sailing with Favorite, under royals and all sail to the wind, against a heavy head sea ; Favorite three cable lengths to windward, two points abaft our beam ; continued on the wind, taking in royals and a reef in the topsails, following the motions of Favorite. At 4h. Favorite from one and a half to two miles in our wake. At 4h. 10m., tacked per signal, at 4h. 40m., tacked again per signal ; Favorite three miles and a half two points abaft the lee beam. At 5h. observed Favorite carry away her jib, and finding our superiority so great, took in top-gallant sails, and double-reefed the topsails, still gaining upon her to the wind, with light winds. There was no comparison during the sailing with Favorite. The winds increased gradually, with a heavy cross sea, and Columbine was extremely light, having supplied Volage three days' previously with all her provisions, excepting ten days, to carry her to the squadron.

"From the 9th to the 13th October, 1835, in company with the

squadron, making a passage from Zante to Malta, carrying all sail, from royals to close-reefed topsails in every kind of sea, Columbine never had a course set, and sometimes spared them royals, top-gallant sails and courses, keeping her station with ease.

"On the 14th November, 1845, in a trial of 12 hours to the wind, with *Revenge*, *Vernon* and *Barham*, *Revenge* and *Barham* were half top-sails down, and *Vernon* half courses down, immediately to leeward; *Revenge* and *Barham* 14 or 15 miles, *Vernon* 9 or 10 distant; and in running dead before the wind with those ships she took the lead, until they went above nine knots, when they had the advantage.

"At 6 A.M. 27th January, 1836, a French brig-of-war was discovered six or seven miles a head. At 7h. both vessels were under top-mast and top-gallant studding sails. At 8h. *Columbine* was abreast of her. At 9h. both vessels came to the wind with light wind. At 10h. they were under royals and all sail; French brig half a mile on the lee quarter. At 5h. P.M. her royals were only to be seen from the deck on the same bearing, having left her immediately in the wind's eye 10 or 12 miles, without ever going more than  $3\frac{1}{2}$  knots during the day; she was a brig of 20 guns, and appeared a powerful vessel.

"On our passage to England we came up with to the southward of Ushant, and passed as if at anchor, the *Scorpion* and *Eclipse* packets, the first having sailed from Malta eight days before us, and although two days were lost at Gibraltar and Tangier, we arrived at Plymouth two days before them.

"I have also to state, that she is extremely easy in every description of sea; that she carries her sail with uncommon stability, being able to bear her lee ports open under double-reefed topsails and courses, going nine knots close hauled; steers and works well, and, on a recent occasion, ran twenty minutes under all sail before the wind, going 11 knots, without veering the tenth part of a point, with the tiller untouched by the helmsman; and I would humbly, but safely, assert, that she is, of the many vessels I have been in, the easiest in a head sea, and the most correct in steerage, (insomuch that her reckoning has scarcely been out a mile since I have commanded her,) and that she accommodates her crew with great comfort, stows foreign stores and provisions for four months well, drawing about 13 feet 11 inches forward, and 15 aft."

## H.M.S. S N A K E.

---

*From Commander W. ROBERTSON, and the First Lieutenant and  
Master of H.M.S. Snake, to VICE ADMIRAL THE HONOURABLE  
SIR C. FLEEMING.*

"H.M.S Snake, Sheerness,

"May 19th, 1835.

"In obedience to your order, dated the 14th inst., to report upon the sailing and other qualities of His Majesty's sloop Snake, we have the honour to state, that upon a wind with a good breeze, she has proved superior to any other ship we have met with (a list of which we enclose), except one brig, supposed to be a merchant vessel, the name of which is unknown to us; but that on going before the wind her superiority was not so manifest, although she sails as well on that point as most of the vessels alluded to.

"That she is stiff under a press of sail, and very weatherly under "reefed courses," or under "close reefed topsails," double reefed foresail, and reefed trysail. In heavy gales she lies close to the wind under double reefed foresail, main-staysail and reefed trysail, forereaches fast and is very dry, and generally speaking, she is a good sea boat, and her best point of sailing, compared with other ships, is close hauled in strong winds against a head sea. She stows five months' provisions and all her stores with great ease, together with one hundred days' water for one hundred and ten men."



## H.M.S. GORGON.

---

*From Commodore Lord John Hay, to the Admiralty.*

“ H.M.S. North Star, Passages,

“ December 4th, 1838.

“ I have the honor to acquaint you, for the information of the Lords Commissioners of the Admiralty, that in obedience to their lordships directions, contained in your letter, No. 136, of the 20th of October last, I directed Commander Dacres, of the Gorgon (enclosure No. 1,) to proceed to sea, in company with the Pantaloon, for the purpose of trying the sailing and other qualities of that ship.

“ I enclose Commander Dacre's report of the trial ; also copies of the logs of the Gorgon and Pantaloon, together with the observations of the acting master of the Gorgon.

“ Being aware of their lordships' desire to possess the fullest information respecting the qualities of this ship, under all circumstances, and knowing the variety of opinions that generally follow trials of this description, I have endeavoured by every possible means to arrive at the general opinion of those officers who have witnessed her performances since her arrival on the north coast of Spain, and the conclusion I have come to is, that the Gorgon is a very superior vessel, easy in the pitching and rolling motions, and, under all circumstances of weather, a good sea boat.

“ The different passages she has made on this coast when propelled by steam, as compared with other steam vessels, proves her to be exceedingly fast, generally performing the run from St. Sebastian to Santander, a distance of 90 miles in four hours less time than either the Phoenix or Salamander ; and the result of the trial appears to me to have established the superior qualities of the Gorgon, when trusting entirely to her sails, with the engines disconnected.

Bb

"The nature of the service on which the vessels on this coast are employed, prevented my extending the trial beyond 10 days; it is my intention, however, to again order Commander Dacres to proceed to sea, in company with the Pantaloon, for another trial.

"Their lordships will observe, that Commander Dacres complains of the main-boom being weak, (thereby paralyzing the effect of the main-sail and gaff-topsail,) also of the jib-boom requiring additional support. I have directed him to strengthen the main-boom by fishes, and give such additional support to the jib-boom as it requires, in order that the ship may have the full effect of all her sails."

---

*From COMMODORE LORD JOHN HAY, to the Admiralty.*

"H.M.S. North Star, Passages,  
"January 19th, 1839.

"I had the honour to acquaint you, by letter of the 4th ultimo, with the result of the Gorgon's first trial in company with the Pantaloon.

"On the arrival of H.M. Sloop Rose, on this coast, I directed Commander Christie to proceed to sea for 10 days, in company with the Pantaloon, for the purpose of again trying the sailing qualities of the Gorgon, with the engines disconnected; also her properties as a sea boat.

"I have now the honour to forward, for their lordships' information, Commander Christie's report on the result of the trials. As Commander Christie, in his report, refers to the logs for the bearings, and distance gained on the Gorgon by the two sailing vessels, I have laid off the true course made, and distance run during each day's trial, taken separately from the logs of the respective vessels, and each vessel is placed at the conclusion of each day's trial agreeable to the bearings and distance therein given. On referring to the enclosed diagrams, their lordships will observe that no very material advantage was gained over Gorgon on any one day, excepting on the trial of the 18th by the wind; but when it is considered that both sailing vessels were carrying a large portion of sail it is not extraordinary the Gorgon, with so limited a spread of canvass, should have been distanced  $5\frac{1}{2}$  miles in a run of  $37\frac{1}{2}$  miles, that vessel having tacked four times during the trial.

"The advantage gained over the Gorgon on the 17th, 19th, 20th, and 21st, was very inconsiderable. On the 22nd, the Gorgon appears to

have maintained an excellent position by the wind, having tacked four times during the days trial, and in the distance run 29 miles, only lost 3.

"From all the information I have been able to obtain respecting the qualities of the Gorgon generally, it appears to me quite evident she is a very superior vessel. That the Gorgon is able to maintain a good position in any company with sailing vessels under moderate sail, is proved beyond all doubt by the fact, that in the whole distance run by the wind during these trials, 122½ miles, Gorgon only lost 11½ miles, and in a run of 15½ miles off the wind, she lost two miles. Gorgon also appears to have kept her station during the night, when moderate sail was carried, as well as either of the sailing vessels.

"During these trials the Gorgon tacked 17 times, and only missed stays once ; her average time in performing that evolution is 3 m. 55 s. ; she steers and wears well, and the conclusion I come to, from all the information I can obtain from her commander and officers is, that she is weatherly, and a very fine sea-boat under all circumstances of weather, whether propelled by steam or trusting entirely to her sails.

"At the conclusion of the trial the Gorgon returned to Santander, and entered that harbour on the 23rd ultimo, under circumstances of extraordinary difficulty, in a strong gale of wind from the N.W., with a heavy sea breaking across the entrance of the harbour. Two large sailing vessels in attempting it at the same time, were swamped in the surf, (one of them, a ship 280 tons, was totally lost, with the whole of her crew,) but which Gorgon accomplished without shipping a drop of water. I particularly notice this fact, as it would have been impossible for any vessel of the size of Gorgon to have affected it, had she not been an exceedingly manageable vessel, a good sea-boat, and quick in answering her helm.

"During the last trial, the Gorgon carried 300 tons of coals, her water complete, and 10 weeks provisions for her crew. Her engines continue to work well, no part of the machinery has proved faulty, and no accident whatever has occurred."

## H.M.S. PANDORA.

---

*From* LIEUTENANT COMMANDER CROKE. *to* CAPTAIN KING.

“H.M. Packet, Pandora, Falmouth,

“May 18th, 1835.

“In compliance with your directions to report for the information of my Lords Commissioners' of the Admiralty, relative to the Pandora's sailing, stowage, and general qualities as a sea-boat, in comparison with other vessels, as to her stability, and how she performs against a head sea.

“The master and myself beg to state, that up to this time she has always had the advantage in sailing with every vessel we have tried with ; that she stows well for her complement, five months' provisions, with 24 tons of water ; that we consider her an excellent sea-boat ; that she is very stiff under her canvass ; that against a head sea her motion is quick, but that it does not stop her way more than other vessels under similar circumstances, and upon the wind in heavy weather she performs well indeed.”

## H.M.S. S T A R.

---

*From* LIEUTENANT COMMANDER C. SMITH, *to* CAPTAIN CLAVELL.

"H.M. Brig, Star, Falmouth,

"January 20th, 1837.

"In obedience to your order of this day, requiring a report to be sent upon the sailing and sea-worthy qualities of H.M. brig under my command.

"I beg to say I know nothing of her merits as a barque, having been altered to a brig before I joined; but I am enabled to speak as to her positive merits as she is at present, and I can do so with great confidence, having just returned from a severe winter voyage.

"I find the lightest air affects her, so much so, that in a calm great pains are taken to keep her head the right way; and I am persuaded, she will forge ahead when vessels of any other construction would be stationary.

"Her best point of sailing (and they are all good) appears to me to be close hauled under every circumstance.

"She is very weatherly, lively, and stands well up under the heaviest press of canvass.

"Respecting her character as a sea-boat, I have merely to state, that in our late voyages across the Atlantic, we experienced a succession of S.W. and N.W. gales, (going out) and had to contend with the heavy confused sea consequent on their sudden change, during the whole of them, and in their heaviest squalls her power enabled me to keep her main topsail set, and under that sail, fore staysail, and reefed main try-

sail, she never shipped a sea or carried away the least portion of her light ornamental hammock-boarding, to say nothing of more serious injuries.

"I find her motion to be unlike any of H.M.S. I have belonged to; she rolls quick, but not deep; pitches deep, but remarkably easy. In laying-to, although she occasionally gives an unexpected weather roll, yet she recovers herself, and rises to the breaking sea as readily as if pressed with canvass.

"Under the above sail and fore-trysail she draws through the water  $2\frac{1}{2}$  to 3 knots, and in spite of lee-way heave of the sea, I cannot bring to mind a day that she lost ground.

"I am not the least apprehensive of her being taken aback in any weather; the strength of her stern, its peculiar formation, and the security of the rudder (from its very raking position,) renders her perfectly safe in this respect. I have seen her rise to a sea with stern-way, as cleverly as she does with head-way. I have never scudded her before a very heavy sea, but I shall not have the least hesitation to do so when requisite.

"To speak now of her strength. When I joined, the height of her 'tween decks was pointed out to me as an objection, accompanied with this observation, "that in heavy weather she would work;" this however has not been the case; on the contrary, she continues as solid as a block of wood. In the late gales, having my spare and stream anchors stowed amidships, I thought to strengthen her two midship beams by shore-  
ing them up, for which purpose, I converted a sprung topmast stud-sail boom, and then drove a stanchion under each; there they remained uncleated during the whole of the bad weather, without moving a hair's breadth, which must have shown had it been otherwise by the fresh paint-work, my attention was called to this fact by one of the passengers, a considerable ship owner, Mr. Tobin, of Halifax.

"To sum up; the Star sails well, steers easily, answers her helm quickly, stands well up under canvass, weatherly to an uncommon degree, and is the most buoyant sea-boat I ever was in."

## H.M.S. ALERT.

---

*From* LIEUT. COMMANDER CHARLES H. NORRINGTON,  
*to* CAPT. J. CLAVELL.

" H.M. Brig Alert, Falmouth,

"January 21st, 1837.

" According to your directions of this days date, I have the honor to report that H.M. Packet Alert, under my command, from the time she was converted into a brig, has considerably improved in easiness, stability and rate of sailing in all kinds of weather, including heavy gales and a partial hurricane, she also steers better in general, wearing and tacking to admiration.

"I may also add, that I have known the mere flapping of her sails in a calm, to send her at least one knot an hour a head, and in a strong breeze, going large, and smooth water, on more than one occasion, she has gone upwards of thirteen knots, but not for more than two hours at a time."

## H.M.S. R A N G E R.

---

*From* LEIUT. COMMANDER T. W. TURNER, *to* CAPTAIN CLAVELL.

"H.M. Packet Ranger, Falmouth,  
"February 22nd, 1837.

"In compliance with your directions I beg to inclose a report of the Ranger's sailing and other qualities and have further to add for the information of the Lords Commissioners of the Admiralty that under all circumstances of wind and weather the Ranger has proved herself to be a fast sailer and a good sea-boat.

"I beg to report, that on the 22nd of December last, we had an opportunity of trying the comparative rate of sailing with a French brig of war, L'Alcyone, of 10 guns; when beating into the Tagus, the Ranger both weathered and forereached on her, and she is reported to be one of their fastest vessels; and, further, on leaving the Tagus on the 13th of February we beat out against a young flood tide, and a heavy sea on the bar, when a French frigate, L'Hermione, was compelled to put back."



## DEMI OFFICIAL AND OTHER LETTERS.

---

*From the MASTER OF THE FLEET.*

"H.M.S. Queen, Malta,

"June 20th, 1842.

"I have great pleasure in reporting on the performance of our gallant ship after 16 days' cruise in the Channel off Malta. After getting rid of the 20 tons of ballast, and about 30 tons of lumber and supernumeraries, we sailed on the 20th ultimo in the following trim, having slipped moorings and fastened to buoy by hawser:—Draught forward 24 feet 2½ inches, aft 25 ft., bowport 8 ft. 3½ in., midship 6 ft. 5 in., after 7 ft. 6 in. The following ships composed our squadron, viz. Howe, Impregnable, Vanguard, Thunderer, Calcutta, and Cambridge, the last three had got their names up as clippers. In standing off and on under topsails, and top-gallant sails, no courses set, with a royal breeze, we were surprised and much pleased to find that the squadron were obliged, though very loath, to pack on first courses, and then royals, and even the Vanguard could spare us nothing. Next day the Howe and Thunderer having joined, we stood to the southward about a point free with a moderate breeze, under single reefed topsails, and top-gallant sails, jib, and spanker, sparing all the clippers fore course and royals, except Vanguard; the Thunderer set her foresail occasionally, the three-deckers under all sails, staysails, and studding sails.

"We have had a great deal of gun exercise, but I regret to say no stated trial of sailing, though several commanding breezes offered. This gives a loophole to the ships, which they will no doubt avail themselves of, but the candid and liberal of the squadron affirm that the Queen is second to none in sailing qualities, except her elder sister, which, in my

C c

opinion, looks and sails better than in my time. I also think that Sir David Dunn and his officers are not saying too much when they state that when the Queen carries a proper proportion of sail, well trimmed and is carefully steered, the Vanguard has enough to do in holding her own. We improved towards the end of the cruise. Her great stability has been noticed by the whole squadron and admitted by the admiral; the Vanguard admits her superiority in this respect. The Vanguard has frequently elicited the praise of the commander-in-chief. The steady way in which she is kept in station, her staying under her close reefed topsails in a sea way when no other ship in the squadron could do it, were noticed by him, by no means prodigal of his praise; but I am firmly of opinion that if the Queen were brought to a 6 feet 8 inches midship port, and handled properly, no line of battle ship at present in commission could touch her."

---

*Extract of a Letter from a* **LIEUTENANT OF THE QUEEN.**

"H.M.S. Queen, Malta,

"June 5th.

"We came out with seven sail of the line on the 19th, and have been cruising about here since; showing off to great advantage, sailing in order without trying regularly. We have beaten them all hollow except the Vanguard with whom we sail as equally as possible. We returned here yesterday, having been 15 days coming between Malta and Sicily, and have maintained our superiority over all the ships with the exception of the Vanguard, and with her we are neck and neck."

---

## H.M.S. ALBION.

---

*From the COMMANDER OF THE ALBION.*

"H.M.S. Albion, at Sea,

"January 25th, 1844.

"I have not answered your note of the 20th before, wishing to be able to tell you more than I could from the Sound.

"The reports of the papers are so contradictory that I do not know in what way to take them, but the one of the Standard is really too bad, "She is coming down like a sand barge." We have our ports 6 ft. 6 in. now, that is when we left the Sound.

"We have five months of all sorts of provisions, 407 tons of water, our main hold would hold six months easily and we have filled the month's space with wood.

"Spirit room filled up with all sorts of stores, necessities and slops for a twelve month.

"We spoke the "Penelope" yesterday had a three hours trial, in very light winds, she had not a chance. We have only thirty tons of ballast, and that I hope to get out.

"Cove of Cork, January 30th.

"We arrived yesterday morning having had two days of strong winds. Nothing can be better than her performances, with two reefs in the top-sails and top-gallant sails 9 and 6 within six points, I think five points. Afterwards with moderate breeze with single reef topsails and top-gallant sails 9 and 4 close as she would lay. The captain being sick the spanker was furled, and without either jib, or spanker, we stayed and had the fore sheet aft. within two minutes.

"With a strong breeze she has never yet heeled more than 4 and  $\frac{1}{2}$  degrees; this report is correct and you have my permission to contradict any thing said to the contrary, lower deck ports 6 feet 6 in. We kept some of the after lower deck ports open when the spars and sails required two reefs.

---

*From the MASTER OF THE ALBION.*

"H.M.S. Albion Cove of Cork.

"January 31st 1844.

"It affords me great pleasure to comply with your request, and particularly so as I am most conscientiously able to refute the vile and diabolical assertions respecting our noble ship. In the first place, I will give you her flotation when provisioned for five months of all species, and she will now take another months provisions comfortably under hatches, and more of bread. She stows 410 tons of water, and has twelve months stores with ten months fuel, her draught then was, forward 23 feet 6 in. aft 24 feet 7 inches, height of her midship port 6 feet 6 inches, this should be called 6 feet 8 inches as the port sills amidships were cut down to allow the depression of the 84 pound guns which the Admiralty thought of putting into her; she is now armed with 12 sixty-eight pounders, the remainder long thirty-twos 56 cwt except on the quarter deck and forecastle 24 32-pounders 8 feet 6 inches 42 cwt. guns, and two sixty eight pounders on the quarter deck, making in all 90 guns actually mounted. This line of flotation I should observe agrees to half an inch of her talented constructors calculation. Now for her qualities as far as we have been able to judge at sea:—She works and steers like a boat, that is quicker and better than any ship I ever sailed in. On Sunday last we had a good trial by the wind, with as much wind as her mast would bear, under double reefed topsails, courses, &c. her inclination never exceeded  $4\frac{1}{2}$  degrees, she was then going 10 knots, and working within ten and a half points of the compass. At this time there was a short sea, and on one tack a head; she was far from being uneasy, her motion is quick but very easy, and on the whole I do think her the most splendid ship ever built, and her constructor must be proud of her; for my part I am perfectly unprejudiced.

## H.M.S. VANGUARD.

---

*From the COMMANDER OF THE VANGUARD to the CONSTRUCTOR.*

"H.M.S. Vanguard, Malta.

"March 8th, 1837.

"With respect to the Vanguard, I am unable to do justice to all her good qualities as a man-of-war, for in my opinion, I never saw a ship so perfect in every respect, she is very handy, and as a proof of that assertion, I will mention two instances in which Vanguard's working qualities must be manifest, the first was in working into the Cove of Cork with the wind dead out, without courses, being obliged to shorten sail to keep our station astern of Bellerophon; and secondly, on our return from Tunis, although the wind was out of the harbour and very baffling, we worked up to Fort St. Angelo, making four tacks inside the entrance. I have had many opportunities of judging of her qualities as a sea-boat. We had one heavy sea when with Sir Charles Paget's squadron, and no ship could have behaved better, she pitched *very easy*, and although she rolled rather deep, still it was particularly easy, and without straining a rope-yarn.

"We have now only 70 tons of ballast on board, one half the quantity she at first started with, still I consider her a very stiff ship, and will I feel confident, outcarry any in the service, and be able to fight her lower deck guns, when other ships would be obliged to keep their ports down.

"As to her superiority in sailing, there can be no doubt of that, but I do not think that we have yet found out what she can do, for with all the trials with other ships, she never had enough canvass, in fact, I have known her during a trial roll to windward for want of sail.

*From CAPTAIN G. B. MARTIN to the CONSTRUCTOR OF THE  
VANGUARD.*

"H.M.S. Caledonia, off Sicily,

"June 26th, 1837.

"We have been cruising off this coast and Malta, in company with Vanguard, Rodney, Russell and Asia, and our cruise has afforded us the opportunity of witnessing the extraordinary capability and powers of sailing possessed by the Vanguard.

"The first day was light winds, the Admiral sending the Nautilus to look out S.E., and when she was distant four miles dead to windward, the general signal for chase was made, when the Vanguard in three tacks got round her 36 minutes before the Rodney, the Russell 8 minutes after Rodney. The next was on a wind, as much as we could carry well at times, a fair fresh breeze, single reefed topsails, and top-gallant sails, the Vanguard hauled out of the line just like a cutter, and went away to windward of the whole squadron, and was six miles on our weather beam in  $3\frac{1}{2}$  hours. We were then on larboard tack, and I do not think the Rodney would have weathered us if she had tacked; this was done without a tack. The next was off the wind, a good fresh breeze a point abaft the beam as much as we could carry, royals, fore-top mast, and top-gallant studding sails; then the yards looking rather queer; the general signal for the chase S. by W., we were then in line of battle on a wind, we of course the leading ship, the wind W.N.W. varying a little. The line was as follows, Caledonia, Russell, Vanguard, Rodney, Asia, so that the Vanguard had a trifling advantage, but she went away, and after a run of four hours, we going 9 and 10, she left off I should think seven miles ahead, Rodney next, then Russell, but I will desire the Master to make you two diagrams.

"Rodney is a magnificent man-of-war, but is heavy, and I think has too much ballast, 170 tons, carries her port an awful height out of the water, and is in very good order."

---

*From the CAPTAIN OF THE RODNEY to the CONSTRUCTOR OF THE  
VANGUARD.*

"H.M.S. Rodney, off Malta,

"June 28th, 1837.

"We have been out from Malta now a fortnight, cruising between

Malta and Sicily, and have had three trials of sailing, the first on the 14th of June, beating to windward with a light breeze, all sail set; and in two hours and three quarters the Vanguard beat Rodney and the rest of the squadron two miles dead to windward; the second trial was on the 20th of June, with single-reefed topsails and top-gallant sails, a fresh breeze at starting, water smooth. The Vanguard went to windward of Rodney in a most extraordinary way; in two hours and a half, she weathered 2½ miles dead in the wind's eye, in short I would not have believed it possible if I had not seen it; our inclination was the same when the signal was made, viz: 3-20; the third trial was on the 24th instant, a fresh wind a little abaft the beam, as much sail as we could carry, viz. single-reefed topsails, royals, fore topmast and top-gallant studding sails, we were going 11 knots, but Vanguard run away from Rodney very considerably, although we beat the other ships as much; in short, we have no chance with Vanguard I am positive in sailing on any point. Rely on it that Commander Walker will do her great justice, I do not think she could be in better hands. I never knew him before, but I think he is an excellent officer, I am rejoiced to see her so well commanded, she is a beautiful man-of-war, notwithstanding what your enemies may say. Rodney is certainly a splendid man-of-war, and has plenty of stability, but I never thought from the first, that she sailed fast."

---

*From the COMMANDER OF THE VANGUARD to the CONSTRUCTOR.*

"H.M.S. Vanguard, off Malta,

"June 28th, 1837.

"I have very great pleasure in forwarding an account of the late trials with the squadron, and beg to be allowed at the same time to congratulate you on Vanguard's success, which I trust has been so evident to all, that there can be but one opinion as to her decided superiority in every way. We left Malta on the 12th, with the squadron, consisting of the Caledonia, Rodney, Asia and Russell, since which time we have had three trials, two on a wind, and one with the wind abeam. The enclosed diagrams of facts (which the gunnery lieutenant has been good enough to make out) will speak for themselves, without my feeble pen attempting to add more, still I cannot refrain from quoting a passage in a note just received from an officer on board the Rodney, to convince you that others agree as to her splendid qualities, he says "I am delighted to see that Vanguard is perfection, her sailing qualities are, in my opinion, miraculous, and have completely silenced and convinced the most prejudiced,

but independent of that, she looks in every way, so like a man-of-war, that she is the admiration, if not the envy of all on board."

"In addition to the above, you will I am sure share with me the gratification I felt, on receiving the hearty congratulations of the captain of the Rodney, who, at the admiral's table, expressed his admiration of the "wonderful" performance of this ship, and appeared to recall with delight, the having been shipmates with her constructor. These encomiums publicly expressed by such an officer, will, I trust, have due weight, and open the eyes of those, who as yet have been deceived by the shameful accounts which have from time to time appeared in the public papers respecting this noble ship. I am ready to admit that Vanguards' are proud of, and liable to say more of their ship than others, but what has been said by the captain and officers of her rival, (if I may be allowed the expression) will, I trust, convince even her enemies, that she deserves the good opinion of all who have the service at heart, as for my own part, I never saw her equal; the difference between this ship and others in working, as well as sailing, is something quite extraordinary, she will, I am confident, tack or wear in half the time the Rodney will be performing the same evolution.

"I need not tell you that we can carry our lower deck guns out, when other ships are obliged to close their ports. Before we left Malta the admiral issued an order for the squadron to complete to two months provisions, which we strictly obeyed, and filled 285 tons of water, but some of the other ships thought to improve their sailing by having more, some took three and others four months. When we left port on the 12th our draught of water was, forward 22 feet 10 inch, abaft 23 feet 3 inch; we have always considered 4 or 5 inches by the stern to be her best trim. The great superiority which was so evident to all on our first trial raised the cry that Vanguard was, "Flying light," in consequence of which, the squadron were ordered to complete to four months; we accordingly proceeded into Bighi Bay, and took that quantity on board, at the same time completed water of 355 tons. In consequence of having only 35 chaldrons of coals on board, we were obliged to stow some provisions forward, 38 casks in the coal hole, or 8 tons 22 casks in the fore hold, or  $3\frac{1}{2}$  tons and 180 bags of bread in after part of fore cockpit, or 9 tons, in all  $20\frac{1}{2}$  tons, so as to bring the ship to her old trim; viz. 4 to 5 inches by the stern, we have always in that trim found her to work like a top, and carry her helm half a turn a weather. We rejoined the squadron the next morning at daylight, and that afternoon, the wind being favorable,



for a trial, at 1 o'clock the signal was made to try rate of sailing, when to the astonishment of all, Vanguard started from her place in the line (third) and was in a very few minutes on the weather bow of all the squadron, and had not the wind favoured the sternmost ships, both in strength and deviating (a signal was made by the Rodney to that effect) the result of that trial would have been more satisfactory. We, half an hour before the close, made the signal "have lost the wind." On the 25th, we had a good breeze from the westward, when the signal was made to try rate of sailing; just before two bells, we started, steering S. by W. the wind being nearly abeam; we made sail under single-reefed topsails, royals, top-gallant and fore-topmast studding sails, going at first, 11 knots, 2 fathoms. Vanguard did not, I assure you, remain long third in the line, but starting off, soon left the squadron astern. This being the Rodney's best point of sailing and Vanguard's worst, of course we felt most anxious for the result, but we were soon relieved, and found at the end of three hours and a half, that we had left her (the Rodney)  $3\frac{1}{2}$  miles astern, Russell 5 miles, Asia 6 miles, and Caledonia  $7\frac{1}{2}$  miles; although the wind again favoured the sternmost ships, for as we approached the land (Goza) we had less wind, while those astern brought up a stronger breeze, (a signal to that effect was made by the Vanguard,) our rate of going, towards the close, was only 9 knots. The result of these trials must have convinced all, that whether light or deep, on a wind, or off the wind, in light or strong breezes, Vanguard is far superior to all.

"You will perceive by the diagrams, that the angles were taken after we had started, which hardly does justice to the Vanguard, for on first starting, the manner in which she sprung from her place in the time, was really "wonderful," she was in consequence, some considerable distance ahead, before the officers had time to take the angles of the different ships."

---

*From the CAPTAIN OF THE RODNEY to the CONSTRUCTOR OF VANGUARD.*

"H.M.S. Rodney, Malta,

"June 29th, 1837.

"I am just anchored in Bighi Bay for the purpose of completing my water. We have had three trials with Vanguard; the first was in light winds, all sail set to windward, she beat us two miles in 2 hours and  $\frac{3}{4}$ ; the second trial was with a fresh breeze, single reefed topsails and top-gallant sails, on a wind; this day the Vanguard went to windward of us

D d

in a most extraordinary manner, I would not have believed it possible if I had not seen it, she gained  $2\frac{1}{2}$  miles dead to windward in 2 hours and  $\frac{1}{2}$ . When the signal was made to the ships to show their inclinations, ours was the same as Vanguard's, viz. 3-20, our lee ports up the whole time. The third trial was with the wind a point abaft the beam, as much sail as we could carry, single reefed topsails, royals, fore-topmast and top-gallant studding sails, the Rodney was going 11 knots, the Vanguard beat us as much to windward as a mile an hour. This day we beat the other ships as much, more particularly the Asia. We likewise had the advantage of the other ships on a wind, the Asia does not sail or she is not in trim. I do not think that Rodney has any chance with Vanguard.

---

*From the CAPTAIN OF THE VANGUARD to the CONSTRUCTOR.*

“Devonport,

“June 29th, 1837.

“I presume you have seen the sketch of the small but satisfactory trial we had off Malta, which I believe Sir Josias Rowley sent for the information of the Admiralty. My crew were too ill at the time to work the ship in the way she ought to be, therefore Sir W. Dillon, as his note will show, did not intend it, but wishing to show how the ship would walk up to windward, I trimmed, and if we had had room, and continued in the same course, should have been hull down by sunset. I astonished the officers in wearing the ship, and although the Russell is a very handy ship we were always round before her, either in tacking or wearing; as for the Asia and Caledonia, I could have given them a couple of broadsides in either manœuvre before they could get round. You may be assured that nothing shall be wanting to keep her as she now is, the finest ship in the world.

“In sending you the inclosed, I requested the gunnery lieutenant to make it out for your consideration, being satisfied that the Vanguard can carry the largest guns just as well as she does those she has, and with her superior qualities of working, and coming up with her chase, with her fire so concentrated, what could stand a second broadside from her? There is also a great advantage to be obtained from her breadth, that you may reduce the channels at least 2 feet, which would make the quarter deck guns to run out clear of the rigging.”

*From the COMMANDER OF THE VANGUARD to the CONSTRUCTOR.*

"H.M.S. Vanguard, off Genoa,

"September 5th, 1837.

"The time, I trust, is not far distant, when all will admit the decided superiority of the Vanguard, and every Briton feel obliged to you, for having added so splendid a ship to the navy; for the more I see, the more I am convinced that she far surpasses all in the service. I hoped to have long ere' this, seen the official report of the fourth trial we had with the Asia and Caledonia. On a wind with a head sea, under single-reefed topsails, top-gallant sails, courses, jib and driver, we in two hours and forty-five minutes, weathered on Asia, 2 miles, 800 yards, and headed her 4 miles, 370 yards. Weathered on Caledonia, 4 miles, 270 yards and headed 3 miles, 850 yards. The Medea, who was in company, did wonders. On that day, Vanguard was for the first time tried on an even keel, and certainly the result proves that she can sail in that trim; in fact I do not think that we have yet found out half her good qualities, for had you witnessed her performance, since our arrival off Genoa, you would have been delighted, I have never seen anything like it since I have been at sea. I must first tell you that we left Barcelona with the Princess Charlotte, and had a good run to Genoa, part of the time we had our topsails on the cap, and were obliged to yaw to keep our station, but as we had no trial, I will not add more, my present wish being to give you an account of this ships splendid qualities as a sea boat, for on the first, when the Admiral ran into Genoa, it was blowing strong, and finding that there was not much room, we made our signal to "keep under sail until it moderates." That evening it blew hard on shore, with a heavy sea, and we were obliged to carry sail to work out of the Gulf. We accordingly made sail under close-reefed topsails and reefed courses, and the beautiful style in which she worked off a lee shore, was the admiration of all on board who were not a little surprised and delighted, at finding themselves under the lee of Corsica yesterday. When about 20 miles from Genoa, we had one of the hardest gales, and with more sea than I have ever witnessed in the Mediterranean when she again behaved most nobly, and under a main top-sail, reefed fore-sails and storm stay-sails, she went over the sea like a duck, without straining a rope-yarn, in fact, she is, in my humble opinion, a most splendid sea boat. You ask my opinion, as to the Vanguard's armament, depend upon it, she will be able to carry 68 pounders on her lower deck with ease, and without affecting her sailing qualities, I have always been an advocate for them, and have a thousand times regretted their not being on board."

*Extract of a Letter from the ADMIRAL SUPERINTENDENT, at Malta, to the  
SURVEYOR OF THE NAVY.*

“ Malta,

“ Sept. 30th, 1838.

“ It really is a pleasure to see Vanguard go out of this harbour, she moves so beautifully and so quickly under sail, she weighed the first time the squadron started from hence with a slant and light wind and went out just like a cutter, while all the other ships were obliged to be towed out by Rhadamanthus; she has such an advantage over other ships, she gathers way so quickly that you can do any thing with her. The admiral dined with me the day before he sailed this last time, and I was delighted to hear him say “ I never saw a ship under sail equal to the Vanguard, whilst I have her with me I don't feel the want of a frigate or a brig.” I asked him if in their cruize he had seen her under double reefed top-sail blowing strong, he said “ no,” but I feel satisfied whenever we have a breeze of that kind she will be going with her lower deck ports up, sparing us a mainsail at least, when the other ships would be almost buried.

“ In time of war a few such ships as this in a fleet would ensure the bringing on a general action, or oblige the enemy to sacrifice their sternmost ships.”

---

*From the CAPTAIN OF THE VANGUARD to the CONSTRUCTOR.*

“ H.M.S. Vanguard,

“ January 27th, 1842.

“ You express a wish to have an account of Vanguard's qualities, now that I have commanded her for nearly two years. It is not for me, as her captain, to extol her abilities, but I can safely aver that up to this hour she has never been beaten by any ship or vessel on any point of sailing since I have commanded her, and as to her qualities as a sea-boat, you shall judge for yourself, when I tell you that I have tested her in *three* severe gales of wind, one a hurricane off Alexandria, and here she is, without having carried away a spar or sprung one, or even stranded a rope-yarn of standing rigging aloft or aloft, so that she well deserves praise for so safely, and so proudly, doing her work, the more especially when some of the finest ships have suffered severely, such as Powerful, Ganges, and others. I ought not to omit to state, that in all these gales I was *compelled* to have her out of trim (sadly so off Alexandria,) from causes

over which I had no controul, yet such was her behaviour ; and I hope to keep her without a caulking for more than a couple of years, perhaps three, unless we have a transatlantic trip."

---

*From the MASTER OF H.M.S. VANGUARD.*

"The Vanguard left Salamis in company with the admiral, Sir Robt. Stopford, and squadron, consisting of the Princess Charlotte, Rodney, Bellerophon and I think the Russell, to proceed to Malta, with a moderate breeze from the northward and eastward.

"In running from the Gulph of Athens towards Cape St. Angelo, the Vanguard showed much superiority in sailing, having some difficulty to keep astern of the admiral, her station, with the topsails occasionally lowered, whilst the flag and other ships had their studding sails set.

"When off the Island of Bella Poula, the signal was made to Vanguard to rendezvous off that Island for twenty four hours, to look out for a brig of war, I think the Wolverine, and then proceed to Malta with all dispatch.

"Although we had baffling light winds for a considerable part of the passage we joined the squadron about ten leagues to the eastward of Malta, and if we had considered that we had sufficient run for the previous night and carried sail we should certainly have arrived before the squadron."

---

*From the COMMANDER OF VANGUARD to the CONSTRUCTOR.*

"H.M.S. Vanguard, Plymouth Sound,

"August 7th, 1843.

"It is with the greatest regret of all on board that we are to paid off at this port ; as we were in hopes of being seen somewhere to have had the ship duly appreciated ; all being so proud of belonging to such a ship, and all have taken equal pride in her wonderful superiority over all others, which even the most prejudiced have been obliged to acknowledge, and her external and internal appearance, and the zeal and activity of all belonging to her, are as much attributable to what they have had to work upon as any other cause, and am truly sorry that yourself, and others, whom we might have had on board had we gone to Portsmouth,

would have perceived that our time had not been idly employed. Having been commander of the Vanguard 4 years and 8 months, I can assure you that no ship has ever, during that period, (and can as readily vouch for the previous time having been so much in company with her) beat or come near her in any point of sailing, or manœuvring; and to show her easy qualities, no spar has been carried away since I have belonged to her, except one flying jib boom from the guy going, one fore royal yard, from the brace being kept fast in tacking; and one fore topsail yard sprung, which we now have as good as ever, from too great a run with the topsail halards. I shall be anxious to know the expence she has been, I never could obtain any facts at Malta on the subject, but am fully convinced it has been considerably less than any of her competitors on that station.

“I am sure this ship’s general appearance, capacity, and man-of-war-like bearing in every particular, has tended greatly, in the numerous foreign parts we have been at, to enhance the prowess of the British Navy, and even the French have generally acknowledged her somewhat superior to what they themselves had; and the officers of the American Delaware, lately in the Tagus, expressed their admiration of her. I trust after so many years experience at sea my humble meed of praise may not be considered presuming. Her defects are trifling, general caulking of decks and an occasional plank to be shifted, are the principal, otherwise repairing gratings and other trifles necessary, after being above 3 years in commission, is all that is required. The boats are *of the quickest, both sailing and pulling, I have ever known*, and all fit for her again, requiring but small repair; the lower rigging I should prefer to new, if she were to be re-commissioned. Our lease in her has certainly expired, but it is almost a sin to pay her off. There are some few ornamental things which I have been at some little expense about, but do most willingly and cheerfully leave all for the ship I have so much affection for, but I do hope you will cause them to be solely reserved for the Vanguard.”

## H.M.S. VERNON.

---

*From the CAPTAIN OF THE VERNON to the CONSTRUCTOR.*

"H.M.S. Vernon, Malta,

" March 25th, 1835.

" It is with much pleasure and satisfaction, that I am enabled to communicate the intelligence, that the Vernon is everything that I could wish, and really far beyond my most sanguine expectations.

" On our passage hence to Vourla, we had several trials with Thunderer, Endymion and Childers, as also with the Tribune. There were some days we nearly run them hull down in six hours, and some of the fleet with only topsails out of the water; at other times the general signal was made for the whole squadron to try their rates of sailing, this was generally about half-past eight in the morning, and the recall was generally made at five p.m., when we could only see part of the topsails of the ships astern, and the frigates and sloops were hull down. On our return from Vourla, we had Portland and Columbine in addition to the above ships. The first trial was with Portland and Columbine, the signal was made to sail round St. John's Island and join the Admiral; Columbine was on our lee bow a mile, Portland on our weather beam half a mile; in one hour and a half, we were one mile on Portland's weather beam, and Columbine two miles on our lee quarter. We had to make a tack to weather the Island, so had Portland; when rounding the Island, blowing strong, Portland 3 miles astern, sprung her fore-topmast, shortened sail and bore up for the Admiral, who was then running for Salamis. Columbine tried to round the Island to leeward, carried away her fore-yard and bore up; Vernon went round the Island, and was the second ship in Salamis. No officer in the fleet had ever seen the match of this before, and none would have believed it unless they had seen it; Vernon had run one-third more during that day than any other ship present. In all our subsequent trials, they were as much in our favour. There is not an officer or man on board, but says that they have never known any ship equal to Vernon, for easiness, stability and fast sailing."

*From the CAPTAIN OF THE VERNON.*

"H.M.S. Vernon, Malta.

"April 8th, 1835.

"It affords me very great pleasure in giving you good accounts of Vernon, for I am sure you will be delighted when you read the six official reports herewith sent, they are copies of the reports that I was ordered to make out for the commander-in-chief, Sir Josias Rowley, on different trials we had with different ships, and sometimes with the whole squadron. The sailing of this ship is far beyond any thing that I anticipated, and as every officer and man in the fleet has witnessed it, they, to a man, say there is not such another ship in the world. I am not only pleased with her sailing, but I am much pleased with her as a sea-boat, on every occasion remarkably easy. The reason why I send you those reports, is, because I know many others are going also, but, all in our favor, and the whole of them go by this packet. *These will shut the mouth of clamour for ever*, and if our Government will not build any more Vernons the other powers of Europe and America will. I am well aware that *deep-rooted prejudice* is not easily removed, and I now consider Captain Symonds an injured man."

---



## H.M.S. PIQUE.

---

*From the CAPTAIN of THE PIQUE to the CONSTRUCTOR.*

"H.M.S. Pique, Halifax,

"March 26th.

"Our long and tempestuous passage (having experienced such a succession of heavy gales,) has given me an opportunity of reporting my opinion as to the merits of the Pique, and I have much pleasure in informing you that I never was in a ship that behaved more beautifully, indeed she appeared to me perfect, it is impossible that any ship could lie to better, and I was compelled, from the violence of the wind, several times to take in my main-topsail. For two days it blew so hard that we could show nothing but the main-staysail, trysail, and I was even afraid of them; and what is most admirable in her, she is almost always under command, even with that sail. There is not a different opinion as to her merits in a gale, and I may add in every other point, for all say she is much improved; and as a great proof of her good qualities, we arrived here without a defect, not even a strain anywhere, and our rigging perfect, so that I was ready to turn my head homewards without a moment's delay, which says a great deal for a ship that has hardly been out of a gale for nearly a month; and I assure you she is much admired here.

"We beat out of Cork in high style, blowing half a gale of wind with a heavy sea, but nothing prevents her staying, we are always, under every circumstance, sure of her."

## H.M.S. CARYSFORT.

---

*From the CAPTAIN OF THE CARYSFORT to the CONSTRUCTOR.*

"H.M.S. Carysfort, Spithead,  
"March 1st, 1837.

"We had a stormy passage of six days from the Downs. I was determined to keep the sea if possible, and I am now glad that I did so, as it gave the opportunity of seeing what the ship is in a gale of wind. Lying-to she is the easiest ship I ever was in. With a main-topsail, double-reefed courses, mizen-trysail, and fore-staysail, we made her go 7-6. There was a heavy sea, and she certainly did plunge a good deal, but few ships I am sure could have carried the sail, and none that could have done so, could have plunged less. I am sure that this capacity for carrying sail is the foundation of the complaints against the violent pitching of these ships."

---

*From the CAPTAIN OF THE CARYSFORT to the CONSTRUCTOR.*

"H.M.S. Carysfort, Barcelona,  
"July 23rd, 1838.

"Our cruize with the squadron has terminated without any decisive result, but the trials, insufficient as they may be, have been in favour of your ships, and confirm the high opinion I have always held of Carysfort's sailing qualities,

"It is so long since I have written to you, that I am obliged to carry my history back to March; when calling at Smyrna, on my passage from Constantinople to Malta, I found the Sapphire. She got under weigh to

sail against us, under the very modest persuasion that she was at least our match, if not more.

"In a light wind quarterly we run from her so much, that we had to heave to nearly a forenoon for her to come up and tell her story of foul bottom, out of trim, and all the usual apologies, for being, as they say at Newmarket, "no where." On that day there was no sea breeze, so we had no further opportunity with Sapphire.

"A long quarantine at Malta, the Rapid's disaster at Tunis, a second quarantine, and then caulking, prevented my sailing from Malta with the squadron. When I joined them at Naples, on the 13th June, we had a tedious passage from Naples to Toulon, generally light winds. Vanguard, Carysfort, and Harlequin could always keep their stations, sparing the other ships the mainsail, and frequently both the courses.

"One day, Vanguard, Harlequin, and this ship chased to windward by signal. At starting, Vanguard was one mile on our lee quarter; Harlequin a quarter of a mile on our lee beam. In  $2\frac{1}{2}$  hours Vanguard tacked in our wake  $1\frac{1}{2}$  mile astern; and Harlequin had got on our weather quarter  $1\frac{1}{2}$  cables length. The breeze then freshening for a short time, Vanguard and Harlequin took their royals in. We reefed ours and set them, and during the time the breeze was fresh and steady, I think we decidedly weathered and fore-reached on both, however, it soon died away, and when the admiral re-called us, Vanguard would have been alongside both Carysfort and Harlequin in a quarter of an hour. Neither Barham nor any of the antique ships sailed against us on that occasion, which I am sorry for.

"On our passage from Toulon to Mahon we had a trial off the wind with the whole squadron, viz. Princess Charlotte, Rodney, Vanguard, Barham, and ourselves, for all the others (including Harlequin,) were so far astern that we took no account of them. We (Carysfort) claim the advantage over *all*, Barham admits that we dropped her  $1\frac{1}{2}$  point in the 8 hours sail; Vanguard denies our claim to having beaten her  $\frac{1}{4}$  of a point, but admits that she could not head us. I assure you I had no expectation of being able to hold way with either *off the wind*.

"On my passage from Mahon to Barcelona, I fell in with Castor, 35 miles from this anchorage. Off the wind, (that is, rather before the beam) we spared her the mainsail, fore-topmast, and top-gallant studding-sails, going from 7 to 8 knots, and had to back the mizen-topsail occasionally

to keep abaft the beam. As we approached the land the wind headed us off shore, and we had to work up to the anchorage. We tacked a cable's length on her lee beam, and in three-quarters of an hour passed on opposite tacks more than a mile to windward of her. I suppose it is unnecessary for me to say more of the *Castor*."

---

## H.M.S. CLEOPATRA.

---

*From an ADMIRAL to the CONSTRUCTOR OF CLEOPATRA.*

"A French brig of war lying at Rio Janeiro boldly challenged the *Cleopatra* to a trial of sailing, and they both worked out of that harbour against a sea breeze. In a beat of three miles the Frenchman was outdone by about  $1\frac{1}{2}$  miles, to the disappointment of the French Admiral, who was confident of success, and had furnished his countrymen with everything he could require."

---

*From the CAPTAIN OF THE CLEOPATRA to the CONSTRUCTOR.*

"H.M.S. *Cleopatra*, Rio de Janeiro,

"March 3rd, 1836.

"As I have now had more opportunities of judging of the ships sailing, I cannot allow this packet to go to England without sending you some account of her.

"On our passage out, the only trial we had was in leaving Plymouth with the *Pearl*, the wind light, about a point free and a head swell, she was about two miles ahead of us, in a few hours we passed to windward of her in a manner to show that she was no match for us. We had also a chase after a beautiful Spanish slave schooner, near the Cape de Verd Islands, in which we all thought she did wonders; but still as I maintain that a ship sails wonderfully when she is alone, and that one cannot judge from the log, therefore I was very glad when the admiral told me that he would take me out with him off Cape Frio to give us a trial. Every person on board the *Dublin* making quite sure of beating us, as they say they had had the advantage of *Rover*.

"It is now five weeks since we sailed, and during most of that time we have been in company with her and have had opportunities of judging on every point; but on a wind in a moderate breeze, we always lie at least a point nearer the wind, and then fore-reach, sparing our courses; he frequently made my signal to overhaul vessels, and in rejoining him from dead to leeward, I always found that we came up to him in an extraordinary way, and the stronger the breeze, the better it is for us.

"Going free, our superiority is still greater; the other day in running out of St. Catherines, he was under a great press of sail, that is to say, royals, topmast, top-gallant studding sails, and staysails, in a fresh breeze. We were under topsails and foresail, obliged every now and then to haul the latter up to keep our station; again, three nights ago, in a heavy squall, going 10 knots under treble-reefed topsails lowered on the cap, we ran by him and out of sight in a very short time. I am convinced that the ship sails very well and is in good trim, the same as with which we first sailed. I don't go so much from the way in which we have beaten the Dublin, as from the manner in which we have come up with the numerous vessels we have chased; one, an American brig, has given us a great name, as she had a reputation of sailing very well, but we overhauled her from being nearly hull down in two hours.

"We have been to day 6 months and 20 days in commission, out of which we have 4 months and 7 days sea log, and in all that time she has strained nothing and has had no defects.

"The Sulphur has come in, wanting general caulking; we have not so much as a leak in one of our decks, in short I am delighted to be able to give you so good an account of her."

## H.M.S. I R I S.

---

*From the CAPTAIN OF THE IRIS.*

“ H.M.S. Iris, Plymouth Sound,

“ Monday, November 27th.

“ The Fox, Rhadamanthus, and Iris sailed from Spithead on the 19th, and encountered the same night a heavy gale of wind at the back of the Isle of Wight. Both the frigates were not *quite* prepared, *we* however managed to regain the anchorage at St. Helens, whilst the Fox could not show her nose to the wind, and bore up for Dungeness. The next morning I got nearly one foot of my lower rigging, and made a second start on Thursday night when the weather moderated a little; 40 of my men being here, I was shorthanded, and 20 on board were on the sick list, so that I was obliged to work with few hands.

“ The old gale soon returned, and then I made up my mind for a beat, and got in here yesterday at 3 A.M. having thrashed along under reefed courses to treble reefed topsails, occasionally, also under storm sails. The ship behaved beautifully not straining a rope yarn, and astonished my young officers by her weatherly qualities; ten knots under that sail. The weather was so thick that we did not know if we had cleared the Start when land appeared, and turned out to be Deadman, 23 miles to windward of Plymouth. The admiral and every one here were surprised to see us.

“ My orders induced me to carry a heavy press of sail, and their was nothing else for it. My defects are small, only some upper works carried away.

*From the CAPTAIN OF THE IRIS.*

"H.M.S. Iris, at Sea,

"July, 18th, 1844.

"I describe a trial of sailing with the French squadron I found in Singapore, consisting of the *Sirene* 52, *Sabine* 32, and *Victorieuse* 28. At a large dinner party at the Commodores, at which I was present, the decidedly expressed opinion of the French officers was, that, *La Courte*, Corvette (*Iris*) might have a chance with the *Sabine* and *Victorieuse*, but nothing could sail with the *Sirene*.

"On the 16th of July the French squadron sailed with a steady fresh breeze at S.E., the Straits are 30 miles long, 10 broad, a fine clear place, and having rounded a rock mid-channel you go away to the northward into the China sea.

"Half an hour after they were all out, under all sail by the wind, I weighed, and when I was under the same sail, viz:—top-gallant sails, whole topsails, courses, jib, and spanker, the *Sirene* was 3 miles distant and 2 points on the weather bow, and the Corvettes were a couple of miles directly ahead of me; this was at 10 A.M., 20 minutes sailing convinced me that the Corvettes were beaten, and at 11 A.M. I passed half-a-mile to windward of both of them.

"At this hour *Iris* had also gained one mile on the *Sirene*, and had weathered a little, at noon, *Sirene* was a mile and a quarter in the wind's eye, when she tacked. *Iris* tacked when *Sirene* was abeam. At 12-30 *Sirene* tacked again and tried her royals but could not carry them, I fetched close under her lee quarter and tacked. The breeze now gradually freshened, and from this moment *Iris* steadily forereached and weathered also, the wind steady at the same point, and at 2 P.M., *Iris* was on the weather beam of *Sirene*. At 3-30 the *Sirene* was one point abaft the *Iris*'s lee beam. In short, nothing could be more satisfactory. At this time the Corvettes were hull down to leeward.

## H.M.S. VESTAL.

---

*From the* COMMISSIONER OF HALIFAX YARD.

“Royal Yard, Halifax,

“November, 1836.

“I avail myself of the opportunity by this packet, to send you a paragraph from a Grenada Paper which cannot fail to interest you, as it shews the high opinion formed by the good Grenadians on the fine qualities of the “Vestal” who, in sight of that island, and within *eight* days, captured *three* slavers, which to judge of the others by one sent here, must be superior sailers; she is a beautiful model, a regular clipper. Our friend Jones is much elated by his success, and well he may, I came here in the Vestal, being my third trip in her, and a more easy, comfortable ship there cannot be. The day after we left Bermuda, it blew as hard a gale of wind, with as tremendous a *cross* sea as has ever been experienced, but not a chain was lashed, and we had a short and most comfortable passage. A better sea-boat or more comfortable easy ship does not exist. I am sorry that we were obliged to send Snake home, she is certainly a most beautiful model. Captain Burnett, who is now here, tells me that with the wind abeam, single-reefed topsails, carrying top-gallant sails and courses, Snake beat him under topsails.”

---

*From the* CAPTAIN OF THE VESTAL.

“H.M.S. Vestal, Simon's Bay,

“September 11th, 1844.

“You have heard of our beating two pilot boats, Nos. 4 and 6, in going up to Sandy Hook. It is perfectly true, and created a great sensation at New York.



"She walks along to the astonishment of every one 12-7 under royals, wind 2 points abast the beam, 48½ in 4 hours under same circumstances, 272 in 24 hours without a struggle, under royals, wind the same 444 in 39 hours, wind the same, under top-gallant sails, double-reefed fore and mizen, and single-reefed, main top-sails and fore top-mast-studding sail, wind abeam 13-6 and 13 for six successive hours, and yet I am told here the "Vestal" class can't sail !!!

"On our passage from Rio, to Monte Video, the Vestal, Curacoa, Racer, and Spider started together, were desired to make the best of their way. The ships arrived as follows :—

Vestal	—	—	11-15 P.M. 30th, May.
Racer	—	—	10-15 A.M. 31st, May.
Curacoa	—	—	11-15 A.M. 2nd, June.
Spider	—	—	2-30 P.M. 6th, June.

You must bear in mind, that those 3 ships had been some time on the station and in the constant habit of making that passage, and expected to have the advantage over me in that way. Racer did best with us on a wind, in light winds and head swell she had the advantage, but beating up the river under double-reefed topsails, she had not a chance."

## H.M.S. SPARTAN.

---

*From the CAPTAIN OF THE SPARTAN to the CONSTRUCTOR.*

"H.M.S. Spartan, Port Royal,

"Jamaica, Feb. 4th 1844.

"Almost for the first time we have had a good trial of the Spartan's sailing qualities. We left this ten days ago, with the *Illustrious* and the *Eurydice*, and were joined the same day by the *Inconstant*; after which we cruised off the coast of Jamaica for a week, the Admiral making us try the rate of sailing each day. For the first two days the wind was light, but afterwards blew a fresh breeze, sometimes reducing us to double-reefed topsails and top-gallant sails. On every occasion the *Spartan* went to windward of the *Eurydice*, and only once was weathered by the *Inconstant*, and even that day we had beaten her from eight o'clock A.M. till three P.M., when the wind became partial, leaving us almost becalmed for some time, while she continued to keep up the breeze. Altogether the trial has been most satisfactory.

"Off the wind we had several trials with the *Eurydice*, with the wind abaft the beam the latter generally beat us, but not much. With the wind abeam we had our trial, and sailed very equally; we having a little the advantage.

"The *Spartan* was uncommonly easy against some nasty head sea, and never strained or carried away anything, except a flying jibboom and studding sail boom, although we had a good deal of sail occasionally. The *Inconstant* had to bear up the fourth day, having sprung her bowsprit badly.

## H.M.S. FANTOME.

---

*From the COMMANDER OF THE FANTOME.*

"H.M.S. Fantome, Ascension,

"November 26th, 1841.

"The Fantome arriving here to refit after a seven months cruise off the coast of Angola, it is with pleasure I can inform you she has proved herself every thing one can wish, and I think very fortunate in capturing sixteen slavers and 1,840 slaves.

"On the 1st of May, 1841, I captured the Josephine, with two hundred and ninety slaves on board, after a twenty-four hours' chase and a run of two hundred and forty-one miles; a brigantine of 150 tons, with a maintopsail, and said to be the fastest vessel out of the Havannah. She had been cleared out of Whydah by Lynx and Dolphin, and subsequently by Wolverine and Cygnet, but we much outsailed them. I was on my way from Ascension to the Congo. After having left the former place two days, we saw the vessel at half-past seven A.M., three points on the weather bow, hauling her wind from us. The Fantome had on board six months' provisions, and I feared trying on a wind. The slaver, manœuvring to find in which point I wished to chase, he bore up three points, which I immediately did also; he then hauled up two points free; we could see his fore-yard from the quarter-deck, and were under double-reefed topsails. I immediately shook out all reefs, set fore and main topmast studding sails, main-royal and flying jib, and went eleven knots. I had only a second jib bent, as I split my jib the day previous into ribbands, and had only canvas on board to make another in lieu of the one I returned at Ascension, there being none in store, so I may say I had no jib during the chase. At four P.M. the slaver cut away his anchors threw over-board his long gun, chain cables, boat, and took his wedges out, and sawed

through the gunwale. At sunset we could just see his main boom. At dark I caught him with my large day glass, there being, fortunately a moon. Fancying we were not nearing him at eight P.M. I knocked down my cabin bulkhead and cleared the after bread-room, putting all the bread into the forepart of the gun-room, and cleared out all the store rooms and side binns. The guns were all squared and run in. As soon as we saw him at one A.M., we took in the studding sails and main royal, and carried through a tremendous squall of wind and rain—a *thing I should never have attempted in any other built vessel*—and gallantly she went through it. The slaver lost all his studding sail, booms, and flying jib boom, and was very near lost; had to let fly everything. We lost sight of him for about half an hour, and found we had neared him very much. At 3 A.M. (the moon went down at 5m. 30s.) he bore up two points more, which I very fortunately saw him do, and continued in this course until daylight, when we were within gun shot. He lost sight of us when the moon went down, and steered for a dark bank; did not see us again till I sent a shot through his foresail. He stood nine or ten minutes before he hove to. I was rounding to him to give him a broadside when they all run below.

---

## H.M.S. GRECIAN.

---

*From the COMMANDER OF THE GRECIAN to the CONSTRUCTOR.*

“H.M.S. Grecian, off Rio Janerio.

“February 11th, 1839.

“I have no doubt but you will be charmed to learn that this *lovely* vessel ran out to this port in 35 days with the greatest ease, and I think had I tried to have made a quick passage that I could have done it in 28, for I fitted her out, painted, &c. &c., on the passage, sailing for a week together under *one sail only*.

“We are now out upon a trial with Calliope, and it affords me the greatest satisfaction to inform you that I have in the trials we have made just weathered upon her one mile dead to windward per hour (in 5 hours, 5 miles dead in the wind's eye.) The Wizard a ten, not standing the least chance with either, and the Royalist, a *Schooner Yatch*, being beaten in the like ratio (nearly) with the Calliope. I find her very weatherly, and when sailed in trim, *quite perfect*.

“She rolls deep, but easy, and does not in the least appear to strain any of the gear, and in a head-sea she dances over it buoyant as a cork. I assure you, Grecian is the talk of all the naval characters here, and the dread of the slavers.

---

*From the COMMANDER OF THE GRECIAN to the CONSTRUCTOR.*

“H.M.S. Grecian,

“Off the Plate, returning to Rico from Falkland Islands.

“September 1839.

“I am just now on my way back to Rico in this charming vessel,

having been sent down to the Falklands, and as I have had a very boisterous trip of it, I write merely to tell you how delighted I am with this beautiful brig. While we were at Buenos Ayres we had a most furious gale; all the vessels drifted, and Grecian likewise, but I found the stock of the best bower anchor broken short off, which accounted for her driving. There was a very nasty short sea, which made the other ships ride very uneasy, but this vessel rode like a duck, and was the admiration of all who saw her.

"In running up the river, the pilot on board was amazed with her velocity, for actually with the yards fore and aft and the sails well lifting she went for a continuance 10 knots 6 fathoms. On my passage down to the southward I had strong breezes from the S.W., and was obliged to carry a power of canvas on the brig to fetch the islands, which I just effected, and had a two days' beat up under reefed courses, close-reefed fore-topsail and treble-reefed main-topsail, with a close reefed boom-mainsail and a storm-jib. There was a great deal of sea up, and it was blowing a good fresh gale. I wanted to see what she was made of, and I found her perfect, going, under that sail, eight and six, and nine knots, with yards well up and lofty sails—of course slashing the spray fore and aft, but standing to her canvas splendidly, and this, too, under a great disadvantage, for we had only two months and a half's provision on board, instead of having the proper quantity, four or six months'.

"After I entered Berkeley Sound, I beat her up through the Narrows with the wind dead on end, and against a lee tide, and the channel in one part, for a considerable distance, is only 126 fathoms wide. To be brief, as much as I have seen of the Grecian I consider her to be the nearest to perfection of any vessel that I have ever served on board.

"I have not yet been obliged in any gale to heave-to for stress of weather, though I have reduced the canvas to the storm staysails, and I found her in bad weather, when thus reduced, quite dry and comfortable.

"In her pitching motion she is very quick; but it must be a very heavy head sea and the brig hard pressed that will make her bring up with a sudden jerk. She generally falls very easy, and rises with great buoyancy.

"Oct. 10.—Since writing the above, I have been scudding in a strong gale, with a tolerably high sea up, and I found her easier than any vessel I was ever on board under such circumstances. She does not go on with that hurried incessant roll that I have been used to in other

vessels, but runs along as upright as a swan. and only gives a roll when a heavy sea lifts her under the quarter.

"If I were asked to make any alteration in the vessel, I should decidedly say none could be made for her improvement. When lying dead-to, not exactly dead-to, but drawing ahead a little, she is as dry as any vessel can possibly be under such circumstances."

"You have heard of my having taken four slavers—Grecian is the terror of those engaged in this traffic here.

---

## H.M.S. A C O R N.

---

*From the COMMANDER OF THE ACORN to the CONSTRUCTOR.*

"H.M.S. Acorn, Simon's Bay,

"June 10th, 1840.

"I have delayed from time to time writing you, until I could with safety report the qualities of the brig. The only vessel we met on our passage from England was a French 20-gun brig, which we sailed round and round.

"We left this place for the Isle of France, with a very heavy gale aft, with a tremendous sea, and run ten days, during which time she never shipped a single drop of water, except the little from the ports. She was all this time under close reefed main-topsail and double reefed foresail. She has beat the Lilly, by their own account, two miles and a half in three hours and a half, dead to windward. On chasing a slaver, only courses up to windward, we made but one tack, going bodily to windward, in three hours. The first shot cut away her jibstay and head of the sail. The prisoners then on-board told us she was considered the fastest vessel out of Rio. We beat her under topsails, going eight knots with a nice breeze, and she under a press of sail. Our trial with the Modeste was short, but we had the advantage on all points.

"I experienced the heaviest gale I have ever been in a short time since in a Mozambique—I may say a perfect hurricane. We were only fifteen miles from the shore when it commenced. Our sails were blown

to pieces. I never met a finer sea boat, and her working was quite perfect. She will stay as fast as the men can go from brace to brace.

"I consider her, as far as I may be allowed to judge, perfect. She carries her long guns well, and I only wish we had four more.

"Going eleven knots, coming into this place under top-sails and top-gallant sails, in company with a fast American barque, which we passed as if at anchor, to see the result, I furled the top-gallant sails and double reefed the topsails, and found her go just the same. On this point I have made repeated trials, and find she likes low sail, which gives us the opportunity of keeping way with other ships with little sail, when they are under all. We stow now six months' provisions of every kind, and fifty tons of water—not a thing on either deck."

---

## H.M.S. PILOT.

---

*From the COMMANDER OF THE PILOT to the CONSTRUCTOR.*

"H.M.S. Pilot, Port Royal,

"April 24th, 1839.

"On my arrival here a few days ago I was astonished when the Captain of the Edinburgh, and others, told me of the infamous reports which had appeared respecting this brig.

"No brig or ship I have yet met can get away from her, and I do not except the Pique. Snake has no chance whatever with me. Coming from England to Bermuda I had the most dreadful weather, and had the Pilot not been a first-rate one, I never should have got out of Biscay Bay. I have sailed against every thing twenty-two inches by the stern, fourteen feet four inches draught, and at any time a child might steer her."



## H.M.S. HARLEQUIN.

---

*From the COMMANDER OF THE HARLEQUIN to the CONSTRUCTOR.*

"H.M. Brig, Harlequin, Malta,

"January 30th, 1837.

"We left St. Helens on the 20th November, just before the heavy gales, which I see have done so much damage, came on. I find we were one of the few vessels that had not to put back, and indeed had only just cleared the land when a westerly gale began and continued with occasional lulls and shift, till the 29th, which day and on 28th, it blew very hard with a heavy sea.

"During this time the behaviour of the brig was the admiration of every body on board, lying to perfectly dry, and so easy, that with our new rigging fitted, in cold and wet weather, she never strained a rope yarn aloft, nor broke a *tea cup below*. Of her weatherly qualities we may form an opinion when I say that on the night of the 28th, in the height of the gale while as close to the wind as we could be under reefed main try-sail, fore stay-sail, and close reefed main top-sail to steady her, and a pretty heavy sea, she continued to go a-head by the log 3 knots 6 fathoms, and made it good with about two points lee way in the reckoning. The only regret I felt was that so many good qualities should be bestowed on 16-32 cwt. carronades, and am perfectly convinced that she could carry the 35 cwt. guns with ease. Our only damage in the gale was a plank of hammock netting stove in, and Harlequin's *sword* arm snapped off by the bobstays.

"We soon had an opportunity of trying her with our neighbours, as, while lying at Malaga, Keppel came off in the Childers. I had heard at Gibraltar that she was considered by far the fastest sloop now in the

Mediterranean and the general impression seemed to be that we should have no chance with her. He not anchoring, it was about 2 hours after he had bore up with a light land wind under all sail, that I got under weigh, and on going to bed at 2 o'clock I set him about six miles a-head. At 7 when I came on deck, we were within gun shot, and continued alongside of him, sparing lower studding sails, and other light sails, expecting an easterly wind to have a trial to windward. Accordingly in the afternoon we were taken a-back, and at 4 when the breeze had freshened up he tacked so close under my bows that I spoke him, and tacked on his weather quarter. We were under all plain sail, and going from 6 to 8 knots, and at 5 o'clock (in one hour) we had brought him aft 2 points and weathered on him, *one mile and a half*, at 8 o'clock he was on our lee quarter, his estimated distance 5 miles; had the breeze continued we should have seen no more of him, as it was, he was nearly courses down to leeward in the morning. To prove that there was no mistake he telegraphed before dark "am perfectly satisfied," and I have since had both the 1st Lieutenant, and Master on board for 4 days for a passage from Barcelona to Malta, they both declared that we beat her "*like a collier*," and were perfectly astonished at the way we went to windward. Their stay on board increased their admiration of the brig, and they told me from what they had seen of all the squadron there was nothing in the Mediterranean that we need fear sailing with.

"A few days after parting company with Childers whilst standing in to Tarragona to communicate with the Orestes, we met her coming down before the wind, with a strong breeze, and all sail set. We bore up with her, and made sail to single reefed top-sails, top-gallant sails, and fore-sail, going about 10 knots; finding we could not keep astern of her though sparing her *two* sails, we hauled up the fore-sail, and on the wind coming off shore she took in royals, and hauled her main tack on board, and kept a topmast studding sail on her. We then headed her so fast that we took in top-gallant sails, and then we continued for an hour or two till the wind fell light beating her under top-sails and jib, no boom mainsail. They appeared a good deal annoyed at Barcelona, said it was no credit to beat Orestes, but if we fell in *with Childers*?

"We left Malta for Tunis, on the 5th January, the Favourite having sailed a few hours before, on leaving the harbour she bore from us right a-head N.E. by N. half courses down, the wind N.W. this was at 1 o'clock, and at 3 having somewhat increased the distance, she tacked, but finding I suppose that she could not weather us, she tacked again, and at 4 we lost sight of her E. by N."

*From the COMMANDER OF THE HARLEQUIN.*

"February 19th, 1837.

"I must say that nothing I ever put my foot on board of, from frigates downwards, seems to me to possess so many good qualities, and it is impossible, that any vessel could have been dryer, and better in every way; a pretty fair proof is, that we have been kept running ever since, never having had until now our anchor down for days together, and have never carried away or strained a rope yarn. As to sailing, after beating *Serpent* as we did, I felt pretty confident that few others would give us much trouble, and what we have since seen of her proves that we have rather *under* than *over* rated her.

"The Childers, crack brig in the Mediterranean, who I believe really did hold *Columbine* a tug, we beat a mile and a half, an hour dead to windward, and forereaching all the time on her. *Orestes* we ran away from under two topsails, and jib, but to my sorrow had no trial with *Vanguard*, although sent to cruize under her orders. *Harlequin* is making many converts to Symonds. I took down the 1st. Lieutenants and Master of Childers, to Malta, upon a court martial, and who used to think their brig perfection; they were quite astonished at this craft's performance, and confessed that we beat them like a collier."

---

*From the CAPTAIN OF THE PORT AT GIBRALTAR to the CONSTRUCTOR OF HARLEQUIN.*

"Gibraltar,

"May 14th, 1837.

"Captain Erskine speaks in the most unqualified terms of the *Harlequin*, and requested me to tell you that he left Malaga to come here last week, in company with the United States frigate, United States.

"At 5, A.M. the frigate was one point on her weather bow distant six miles, at noon, she was five points on her lee quarter about the same distance, the wind having remained steady during the whole day. The Americans say that she may well be proud of beating them, as the United States, is the fastest ship ever built in America; nevertheless, they say that they were out of trim, owing to being too deep, and that they would sail the brig for £1500. Upon hearing this, Erskine went on board with me to take the bet, but nothing was said upon the subject. I should have

told you that the Harlequin had 20 tons of water out from forward, and Erskine considered her, therefore, much out of trim, there was a fresh single-reef topsail and top-gallant breeze."

---

*From the COMMANDER of the HARLEQUIN to the CONSTRUCTOR.*

"H.M.S. Harlequin, Barcelona,

"April 10th 1838.

"I thought it was useless to write to you until I had seen the Harlequin tried against some other man-of-war, but having had two days trial with the Castor, and they acknowledge themselves to be completely beaten, I may as well send you the particulars. We sailed from Tarragona together on Wednesday last, for the purpose of trying rate of sailing, and we had also in company a French ten-gun brig, who was completely beaten by both vessels, and Harlequin sailed twice round her in about an hour, sparing her top-gallant sails. At a quarter before nine, when close on Castor's weather quarter, we made sail, and on making the first tack at noon, we were by the Captain of Castor's computation four miles off dead to windward, and our own calculation was the same, we were increasing our distance certainly, in the same proportion, until we kept away and ran down within half a mile on his weather quarter; and about two o'clock he made the signal to steer east, and set royals and studding sails, which was also done by the Harlequin, who drew on Castor very much at first, but the wind very soon died away, and we can scarcely consider it a trial off the wind. During the forenoon we did not exceed six knots, and I should suppose our average was from 5 to 5½. It was nearly calm all day, and we were under easy sail until about ten o'clock next morning, when a breeze sprung up and both ships made sail on the starboard tack, we being at that time a little before the Castor's lee beam, and about half a mile from her. By noon we had crossed under her lee bow, and were upwards of two miles in the wind's eye still on the same tack, and both ships again passed the French brig, who had been making the best of the way to Barcelona, and was hull down to windward when seen in the morning about seven. During these two days trial, the Harlequin generally weathered the Castor about a mile an hour, fore-reaching at least in proportion. The Captain of the Castor says, the Inconstant never beat him so much on a wind, and it seems to be the general opinion on board the Castor that the Inconstant would be beaten by Harlequin. The Castor had a trial with the Wolverine, which seems to have been a draw battle, as some of the officers think they had the best of it, and others say they are

equal. I should think the Harlequin would beat the Castor on all points from two knots up to eleven, except in light winds, and a heavy swell when of course a lofty ship ought to beat any brig. I was on board the Harlequin last month when we met one of the heaviest gales I had ever seen in this country, and the Gulf of Lyons is well known for northerly gales. The main topsail was split to ribands, and she was brought under storm staysails for about 28 hours, but no vessel could behave better. On our return, we had to force her up to Cape Creux against a northerly gale, but she beat up most admirably under treble reefed topsails with a heavy head sea. I was at sea in the Harlequin when light, and more than usual by the stern, and notwithstanding the new *discovery* as to stowage, she certainly carried slack helm, worked slower than usual, and altogether seemed quite a different vessel. As a further proof of this, and although all heavy weights are rendered as much as possible from abaft, I have seen the stowing of the two after guns forward have almost instant effect in springing her a-head, and her best trim when pretty deep is ten inches by the stern, and masts not much raked. Erskine has put on a light forecastle which improves her appearance wonderfully, and adds not a little to the men's comfort without at all impeding her sailing. It was very carefully put on, the whole only weighed 14 cwt. 3qrs. 11b., although quite sufficient for all purposes. I think she is well stowed, and admirably sailed, and I should willingly back her against any square-rigged vessel in the service, as long as she can carry her top-gallant sails on a wind, and even after that, I much doubt if any thing will weather or either interrupt sufficiently to do so. I have never seen her under canvass in any weather which could prevent her fighting her guns, and when beating in a heavy head sea, under treble reefed top-sails, and for a short time close reefed, she could have fought her guns with perfect ease the whole time. The Captain of Castor is delighted, and told me "although at first very much prejudiced against the Surveyor's ships, I am now convinced there is nothing like them."

## H.M.S. D I D O.

---

*From the CAPTAIN OF THE DIDO to the CONSTRUCTOR.*

" U.S. Club,

" February 19th, 1845.

" After three years and a half in your beautiful Dido, I cannot take leave of her without writing you a few lines to inform you how delighted I have been with her performances.

" During the time I was in India I believe she was more actively employed than other ships on the station, and under all circumstances both as to her sailing qualities in light winds or strong breezes, as well as to her roomy and excellent quarters, I consider her the most perfect man-of-war I ever was on board of.

" She is weatherly to an extraordinary degree, I always found her best trim for all points of sailing, that as recommended by yourself, from six to ten inches by the stern ; I had opportunities of trying her in bad weather, and nothing could be easier.

" Her stability under canvass I found to be such, that, although we had not a pig of ballast on board. I have known her to go 6 and 7 knots close hauled, when in my cabin you would not know from any inclination on which tack we were sailing.

" I made one of the shortest passages home from the Cape, and never reefed topsails until off the Needles, in foggy weather, when I hauled in to make the land.

" Owing to her space and comfort below, the physician of the fleet in China, Doctor Wilson, assured me that she was (judging from the

returns of sick) the most healthy ship out there, although I think that our men *during the day* were as much exposed to the sun and weather in boats as any ship on the station.

"We have not fallen in with any sail that we have not beaten in a most extraordinary manner. In conclusion, I must congratulate you on having produced a class of vessels combining the greatest possible comfort with all the capabilities of a perfect man-of-war, and I cannot say how sorry I was to read in the papers, on my arrival in England, the unfair abuse of a system of ship building, for the introduction of which I for one feel (and I think the whole country ought also) most grateful."

---

## H.M.S. SIREN.

---

*From the LIEUTENANT OF THE SIREN to his BROTHER.*

"H.M. Brig, Siren, Calcutta,

"April 13th, 1843.

"The Siren is without exception the finest brig I ever beheld, she carries 10 weeks water, and four months provisions for 125 men under hatches, works beautifully, always within ten points, and her common rate of sailing is  $8\frac{1}{2}$  knots on a bowline. She has never strained a rope yarn, and the running gear we now use is the same we rove in England 18 months ago. The accommodation is splendid for a brig; the quarters most roomy, and she carries her 25 cwt. guns without complaining in the least. As yet, we have not seen a man-of-war to try with except the Lily, at the Cape of Good Hope, and the difference between us was too ridiculous for comparison."

## H.M.S. LILY.

---

*From the COMMANDER OF THE LILY.*

"H.M.S. Lily, Spithead,

"March 25th, 1858.

"I have just returned from a short trial cruize with "Modeste," and I beg to observe that, we both made all sail with the wind on the larboard quarter, steering S. by E. until 3 P.M. the "Modeste" in a run of six hours, had headed us three miles, I then came to the wind on the larboard tack (being well over on the French coast) under courses, top-sails, top-gallant sails, and fore and aft main-sail. At starting, I was on the "Modeste's" lee quarter I should think at least a mile, it blew fresh with squalls which obliged me to take in top-gallant sails, and two reefs of the top-sails, "Modeste" trying to outcarry us; in a short time, away went her jib-boom, and top-gallant sheets, she was then obliged to bear up. Before carrying away her jib-boom I had weathered, and foreached upon her considerably, she was then 3 or 4 miles astern when the accident took place. "Modeste" has no chance whatever on a wind with the "Lily," nor do I think her much superior before it, even in our present trim, we are 3 inches too much by the stern, and next trial I hope to be able to say that on all points we beat "Modeste." I then ran to leeward so as to place "Modeste" on my weather beam, in one hour and five minutes she was on my lee beam about quarter of a mile, and the last time I saw her she was on our lee quarter, nearly out of sight."



## H.M.S. WANDERER.

---

*From the COMMANDER OF THE WANDERER.*

“ H.M.S. Wanderer, Port Royal,

“ December 22nd, 1837.

“ I can now give you a pretty fair account of the qualities of this sloop, as I have since August experienced all kinds of weather. I find her in all weather, steer remarkably easy on a wind, in fine weather carrying her helm about  $\frac{1}{2}$  turn a weather. She certainly has not the fault of carrying a slack helm under any circumstances. In going before the wind in moderate weather, the wheel is frequently not moved in an hour; blowing hard, and scudding in a heavy sea she steers very easy; in fact she is altogether a remarkably fine vessel. I am just returned from the northward, and when off Sancho Bank, 31st October and 1st November, I experienced very severe weather, the wind shifting from E.N.E. to S.W. and west, blowing at times a perfect hurricane, and from the frequent changes of the wind there was a broken and heavy sea. I found she preferred low sail, and when I got her under reefed main stay-sail, reefed main top-sail, and occasionally, as it moderated, the fore stay-sail, she was very easy, and although from the constant breaking of the sea, she shipped a good deal of water, she never strained a rope-yarn. I found the Spey (Packet) at Halifax, she having anchored an hour before us, and had been in the same gale. She suffered a good deal, having her bulwarks injured in a good many places. Rainbow, and Comus came in a few days afterwards, they had also suffered considerably.

## H.M.S. DOLPHIN.

---

*From the* LIEUT. COMMANDER OF THE DOLPHIN *to the* CONSTRUCTOR.

"H.M.S. Brigantine Dolphin, Ascension,

"December 14th, 1836.

"I beg to acquaint you that after five days' sailing together with the Waterwitch that vessel was left without a leg to stand on, having been beaten considerably at all times, and at all points, and the last day she was seen hull down in ten hours. The Waterwitch is the only vessel I have had an opportunity of trying with, and she is reported to be the fastest vessel on the station, having sailed with, and beaten all of them.

"I have come thus far after going the round of the Bights without a single accident, or straining a yarn, and without being greatly prejudiced in favour of the vessel I command, must say I never was in anything so easy.

"To her qualifications as a sea-boat Mr. Walker, the 2nd Master Attendant of Plymouth yard, who took a passage in her down Channel against the heavy gales of October will I think readily bear testimony. Her masts are well secured with their present rake. She stands up well and does not appear to feel the weight of her guns, nor is there a single thing I should wish altered, with the exception of her fore courses, which have not drop enough by a whole reef, they were made before the foremast was raked, which throws the tack up."

---

*From the* LIEUT. COMMANDER OF THE DOLPHIN *to the* CONSTRUCTOR.

"H.M. Brigantine Dolphin, Bight of Benin,

"April 1st, 1837.

"I have taken the liberty to send to you the result of a trial of sail-

ing between this vessel, Columbine, and Waterwitch, together on a wind. My former report related principally to sailing with Waterwitch off the wind in November last, when I was on my way to the Cape, shewing the decided advantage I had over her on that point, and this I hope will be equally satisfactory "to windward."

"On my first arrival at Princes, in February, a short trial took place with Columbine without any advantage on either side. I was then swamped with provisions having nine months' on board, and every breaker of water filled up. The present trial took place in the Bight of Benin yesterday, all hands making sure of a victory, and I believe all pretty well satisfied with their stowage; great preparations were made to beat the Dolphin. The race commenced shortly after 7 o'clock in the morning, and was continued till 7 bells in the forenoon; making three tacks to windward, Columbine and Waterwitch sailing nearly alike, the Dolphin stepping out most gallantly in the "wind's eye," keeping them nearly in the same line of bearing, and going steadily from them for the whole time, till the distance was increased to two miles, when the "recall" was made; average rate of sailing 5 knots. The time of the angles does not comprise the whole time of trial, the first was taken at eight o'clock, and the last at 15 minutes past eleven, but the result will show what was gained in the interval.

"The commander-in-chief, Sir Patrick Campbell, inspected me at Princes, and expressed his high approbation of her order, fitness, &c. and said, she was the only vessel he had seen so well adapted for the service intended. I think, 1 foot 10 inches by the stern is about her trim which is not far from the estimate when press of sail is allowed for. Her guns answer admirably, she does not feel their weight, and she is a real beauty not only in performance but in looks.

"I suppose you have heard that she can do other things besides sail, or rather by her sailing, having been so fortunate as to capture a large ship, a beautiful French built Corvette of 560 tons, and pierced for 18 guns, with 700 slaves on board."

## H M.S. STROMBOLI.

---

*From the COMMANDER OF THE STROMBOLI.*

"H.M. Steamer, "Stromboli," at sea, off Galita Isle,

"September 16th, 1840.

"You will be glad to hear that the Stromboli has exceeded the most sanguine expectations which I could have formed of her. Her speed in smooth water, and when drawing aft 15 feet, and forward 14 feet, is *twelve* knots, this with 595 marines in heavy marching order. I hope to get 13 knots out of her as we lighten to, aft 13 feet 9 inches, forward 12 feet 3 inches, which I conceive her best trim. We steered 7 *knots* against a heavy sea, and gale, which brought H.M.S. Inconstant (then in sight of our smoke) to close reefed fore and main top-sails, and mizen top-sail furled. We arrived at Gibraltar in six days, exclusive of 10 hours, we hove to after making the land over night. When straining against the gale the ship pitched remarkably easy, although necessarily she was rather wet forward, but nothing to speak of. Since leaving Gibraltar we have had a fresh gale, and heavy sea right aft. She scudded well, and rolled easy, not exceeding 7 degrees. The engines do the greatest credit to Mr. Napier, and are in good order, the only deficiency is Maudsley's brine pump for the boiler, which it is *most important* that every man-of-war steamer should be fitted with."

## H.M.S COLUMBINE.

---

*From the COMMANDER OF THE COLUMBINE to the CONSTRUCTOR.*

" H.M.S. Columbine, Bight of Benin,

" April 15th, 1837.

" I am anxious to tell you Columbine has been very successful since her return from the Cape, having taken three clippers, with 1183 slaves on board, all by superior sailing, none of them being nearer than 15 miles at starting. The brig sails exceedingly well, and has beat *Waterwitch* on every point. The first time we met the Dolphin we had rather an advantage over her, but on the 31st, ultimo she beat *Waterwitch* and *Columbine* better than a mile to the wind in four hours, the winds were unsteady and she started on our weather bow by which she gained at least a  $\frac{1}{4}$  of a mile ; she is in very fine order, and does her commander much credit. The same afternoon, *Waterwitch* and *Columbine* made sail within speech of each other at 2 o'clock, and at 4 she was  $\frac{1}{4}$  of a mile a point before the lee beam, and I dare say does not want to sail with us again. Both the Dolphin and her should sail round us, neither of them have a stock anchor, or hammock netting above the gunwale. If our upper works were as clear, nothing could sail with us to the wind. Off the wind we are very superior. We met our old competitor, *Thalia*, the other day, and spared her courses to the wind."

## H.M.S. DAPHNE.

---

*From the CAPTAIN OF THE DAPHNE to the CONSTRUCTOR.*

"H.M.S. Daphne, in the Tagus,

"May 13th, 1839.

"The Hastings sailed on Tuesday, the 7th, Daphne and Espoir in company; we had a light and fair breeze till below St. Juliens; spared both ships a most considerable quantity of muslin. The wind then headed us in the narrowest part of the channel; Hastings under all plain sail, except royals; Daphne under topsails and foresail, main-yard square till just before putting helm down, we had only one tack to make, and then bore up; Hastings and brig double-reefed topsails, top-gallant sails, and foresail, Daphne topsails on cap and yawing to keep astern, very soon taken aback in a heavy squall from the N.N.E. close reefed on the starboard tack. In the afternoon more moderate; shook out two reefs, and stood to westward all night; found the ship both fore-reach and weather considerably on the Hastings, so much so, that under topsails and fore-top-mast staysail, we were, at 4 A.M., (from 12, at which time I placed her close on his weather quarter) at least 5 miles on his weather bow; I am sure we could always lay two points higher, and the way in which, when we let her, she would creep up on his weather was quite ridiculous, and sparing him much sail.

"In the forenoon of Wednesday, we wore and stood to the N.E.; on this tack we met a very nasty head sea, and wetted Madame Daphne's face considerably, but we did not appear to pitch more than the liner or the brig, and we went down as easy as a pendulum; maintained our weatherly qualities quite as much, and nearly so our fore-reaching, as we

could always spare the Hastings either main course, or jib and spanker. I found out that she likes the two latter sails most particularly, springs under them like a racehorse to the spur. At one time, on shooting her up to the Hasting's weather quarter, she went 9-6 against the head sea I have mentioned, without any inconvenience to herself or any lady."

---

## H.M.S. HELENA.

---

*From the COMMANDER OF THE HELENA to the CONSTRUCTOR.*

"H.M.S. Helena, Devonport,

"June 8th, 1844.

"You will be glad to hear how Helena behaved on her maiden trip, and I can only say after three days' trial in almost every variety of weather, that she seems to possess the most admirable qualities in every respect; stiff, easy, fast and not much wetter than the old first class sloops; we went out into a gale of wind on Monday evening, the 1st, and became gradually reduced to close-reefed topsails, close-reefed boom mainsail, and fore and main storm staysails, with a heavy sea, under which circumstances she did not strain a rope-yarn; I used the boom mainsail on this occasion, under the different reefs on purpose to try her, and to show it is the easiest sail to manage possible; we left Spithead seven inches by the stern, of course at present, crowded with baggage, very great nicety of trim, particularly as she behaves so well in present trim. I have let the jib-boom in 18 inches at present instead of your suggestion of the one spar, finding we should lose too much jib, and sail with five feet outside the jib-boom, and it is as well as any spar in the vessel; the whole suit of sails stand to perfection."

## H.M.S. S A P P H O.

*From the COMMANDER OF THE SAPPHO to the CONSTRUCTOR.*

"H.M.S. Sappho, Port Royal,

"November 28th, 1837.

"Being assured that you must feel an interest in the result of any trial of the sailing qualities of the Sappho, but more especially so if the opponent were, what the world might consider worthy to be pitted against her. I avail myself of this opportunity to acquaint you that at last I have had the fortune to try her on all points of sailing, and in all weathers from light airs to strong breezes against the Champion, and that she has acquitted herself to admiration.

"The Sappho and Champion, both under orders to proceed to the southward from Bermuda, weighed, and made sail together from the anchorage at Spanish Point on October the 28th, at 10 A.M., the wind light, and though rather variable nearly dead against us, the water smooth as a mill-pond. At 4-15 P.M., we came to in Murray's Anchorage, preceding the Champion one hour and a half; but I merely state this by way of beginning at the beginning, for although we had a decided advantage, the degrees was not easily ascertained, occasionally bearing up, or luffing, as we were obliged to do to avoid the coral reefs; moreover I must in honour confess that we were favoured by a slant of wind. On the 30th, we again got under weigh, and after the pilots had left at half-past seven A.M., made sail, single reefed top-sails, top-gallant sails, and courses going from 6 to 6½ knots, wind fresh with a head sea, the Sappho ½ a mile on Champion's lee beam. At 1-30 we tacked, at 2-10 we shortened sail and telegraphed to the Champion "acknowledge yourself beaten," the answer was "terribly" as indeed it was, we being 6 miles dead in the wind's eye of her. The general opinion among my officers was, that the distance was from 7 to 8



miles, but that there might be no exaggeration I booked it 6 miles, the wind during the time not having varied  $\frac{1}{4}$  a point.

"From the 28th, to the 7th instant, when we parted company about 200 miles from Jamaica, we were running with a fair wind, sometimes right aft, occasionally drawing forward to the beam, but in general on the quarter, the Champion under whole top-sails, royals, and studding sails alow, and aloft; the Sappho generally with a reef in her topsails, sometimes hauling aft the main sheet, but except for a few hours, when from a divergence in the courses of the two vessels, the distance between them had considerably increased, we never set either royal or studding sails during the whole time we were together.

"Before we parted, the Commander of Champion having come on board expressed his astonishment at what he called the witch like pranks of the Sappho, sometimes, said he, the Champions thought they were keeping away with us tolerably well, when suddenly without any apparent cause away the Sappho would start ahead. What was so mysterious to him admitted of an easy solution, it was simply this, I soon saw that ours was so decided a case of superiority that I ceased in a measure to have the same interest I had felt at starting, and consequently when the people were occupied about any work which I did not like to interrupt, the sails often remained untrimmed in the partial shifts of wind, until the work was done on the decks about to be cleared before meals.

"After the above statement, it may appear too like an anti-climax to say that I spared a teak built liner, Cornwallis, 13 sails, beating or at least holding way with her, under topsails when she was crowded with every stitch she could set before the wind.

"It is now only for me to add, that I joined the Sappho unprejudiced, or if I had any bias it was rather against, than in favour of her, in so far that I expected to find her a fast vessel certainly, but also a most uneasy one, and one that would expend spars and tear her rigging to pieces, indeed so persuaded was I of this, that I did not at first attempt to have a cot in my cabin, fearing as I expressed it to some of my friends at Plymouth that my head would be pitched through the aft bulkhead and my feet through the fore one. A cruise in the Gulph of St. Lawrence has long since convinced me of the fallacy of my original impressions. No vessel can strain her rigging less than she, and if it be objected to her that she is wet, as it has been frequently done in my hearing, my answer is always simply this, if in a head sea or blowing half a gale of wind by carrying a press of sail you drive a vessel through the green seas, some of the spray must find its way on board, but reduce the sail, lay her to, and she bows and walks over the seas in the easiest and most beautiful style."

## H.M.S. ROVER.

---

*From the COMMANDER OF THE ROVER to the CONSTRUCTOR.*

"H.M.S. Rover, Pernambuco,

"June 7th.

"I write these few lines to add my testimony, if you should deem it worth having, to the very superior qualities of the Rover over any ship I have ever served in.

"I left England on the 13th of March, in a gale of wind, and had a succession of gales for 14 days, before I reached Madeira, during which time she proved herself particularly easy and *remarkably dry*, much to my astonishment, having heard it foretold that I was never to expect a dry jacket. The only thing she requires is to be eased of head sail in time; she then becomes perfectly dry, and sails the faster for it. As a proof that she is not a very uneasy ship, I have not carried away a rope-yarn since I left England, and I have on several occasions carried on, to try what she would do.

"The stability of the ship is something quite extraordinary. About 10 days since, under double-reefed topsails and top-gallant sails, close hauled, going 8 and  $8\frac{1}{2}$  knots, I exercised fighting both sides with powder; the lee guns were not, for one moment, a matter of consideration, and it was not until the middle of the exercise that I began to think what other Corvette could do this."

---

*From the COMMANDER OF THE ROVER to the CONSTRUCTOR.*

"H.M.S. Rover, Valparasio,

"December 13th, 1835.

"I have delayed giving you an account of the Rover until I should have an opportunity of telling you how she behaved in doubling the "far-famed Cape Horn." I can now do so with infinite satisfaction.

"I sailed from Rio on the 14th of October last, perfectly crammed with stores and provisions for the squadron. The storekeeper at Rio informed me that I had got more in than any other ship had ever taken before. Besides my own four months' provisions, I had 55 casks of rum, as well as oatmeal, chocolate, and several small things stowed in the after hold. The fore and main holds full to the hatches; on the lower deck, oak planks, &c., and on deck, spars, &c. In fact she was so deep, that looking at her in Rio Harbour, I fancied it would be impossible to keep a dry jacket in her. She was drawing 14-6 forward, and 15-7½ abaft.

"We went to sea, and from within one week after our leaving Rio, to within one week of our arriving at this place, we had a succession of very heavy gales of wind, and at times a most tremendous head sea. For 18 days, at different periods, we were under close-reefed main topsail and trysails, and for some days under topsails alone; and I can safely say I never was in any ship so dry and easy; this is the opinion of every one on board. I have often seen the watch walking the weather gangway, when the ship has been under this sail, as unconcerned, as far as the fear of getting a wet jacket from her shipping water, as if we were on board a three decker. She did not ship one sea the whole of the passage. We carried our quarter boats, one a six-oared gig, and a canoe hoisted up astern; neither of them were touched. But what most surprised us was her weatherly qualities under that sail, for on no one occasion did she make a point and a half leeway. This was proved for several successive days by the reckoning. I had a long passage, and only arrived here yesterday. Five days out of which I was at the Falkland Islands. A French Corvette sailed 14 days before me, and only arrived here six days ago. Most of the merchant ships have been 70 and 80 days; they all say that they have experienced worse weather this summer off Cape Horn than they ever did before. So I trust Rover has had a fair trial."

---

*From the COMMANDER OF THE ROVER to the CONSTRUCTOR.*

"H.M.S. Rover, Valparasio,

"July 22nd, 1836.

"We have just arrived here from Rio de Janeiro, after an exceedingly boisterous passage round Cape Horn in the depth of winter, and never was I more delighted, and the whole of my officers likewise with a vessel. We have tried her in all sorts of weather, from a calm, with a heavy rolling sea, to as hard a gale as I ever witnessed, and worse seas, and nobly

has she behaved. We ran thirteen knots and a half off Cape Horn with a jury main topmast, having previously in a very hard gale off the Falklands found our mainmast very badly sprung, which I attribute to the badness of the spar, it being close to a very ugly knot in the wood; however I am fishing it here and hope to make it as secure as ever. We have men on board who have been in the Rover since she was first commissioned, and they say that they have never seen such weather, or the ship so much tried; and the more she is so the better we all like her. In coming up the Coast off Cape Pillar under close reefed topsails and reefed courses, with a high sea on, we were going 7 and 8 knots. I am sure one of the old 28-gun ships, to one of which I belonged to three years, would not have been going five, and making perhaps with that three points leeway; whereas we were scarcely making half a point. Every body on board is delighted with her.

"They cry out about your vessels not stowing anything. We have room at present over our tanks to stow another tier, by which we could carry 80 tons, instead of 45, her present quantity; and we can with the greatest ease take on board 9 months' provisions of every sort, except bread in the bread room, and we can stow 6 months' of that in it and put the remaining quantity in the after hold and spirit room in casks. Such is her non-stowage !!!

---

## ADDITIONAL OFFICIAL AND OTHER LETTERS AND EXTRACTS.

---

### H.M.S. QUEEN.

---

*From the CAPTAIN OF THE QUEEN.*

"H.M.S. Queen, Malta,

"June 17th, 1842.

"You will be astonished to hear that I am in acting command of the Queen, of which I am truly proud, especially since her last cruise, when she proved herself so very superior to all the rest of the squadron, even Vanguard; we had no regular trial of sailing, but in order of sailing, the comparative quantity of canvass she is obliged to carry is a pretty clear proof of what ships can do; one thing certain, which is, that as we lightened we improved, which leads me to think that if 20 tons more ballast were taken out of her she would be even better; we had a heavy gale during our cruise, and you have no idea how easy she is in both pitching and rolling. She works just like the little Columbine in moderate weather, I mean by that, her power of crawling up to windward athwart the hawses of other ships by merely twisting the yards well up and treating her like a child with her helm in point of delicacy."

---

*From the COMMANDER OF THE VANGUARD.*

"H.M.S. Vanguard, Malta,

"June 20th, 1842.

"I know you are at all times pleased to hear of any thing apper-

taining to the Vanguard, and in this instance I feel great pleasure not only in stating her continued superiority over all other ships, but to mention the very excellent qualities of another of the family, the Queen, indeed in every respect equal to the favorite Vanguard, taking the relative difference into consideration between a vessel of two and three decks. I transcribe the answer given by Vanguard to Sir Edward Owen's order for the captains to report on their different ships, and also their opinion of the Queen. Although we had no regular trials, which we much regret, as there is still a loop-hole for bigotted cavillers to escape from, still the most prejudiced could not avoid seeing the decided advantage of your ships; we were 15 days out with a variety of winds, from close reefed main topsail to calm; in moderate breezes the Queen, sparing courses to Howe and Impregnable, a course to Cambridge and Calcutta, not so much to Thunderer, who was decidedly the best after those of your construction; and the stability of the Queen, when occasionally under the same sail, apparent to the eye, (signal never made) being about one-half that of the three-deckers and eighty-fours. I think 30 tons more ballast out of her would be of advantage. Queen and Vanguard stayed when others frequently missed; Thunderer and Calcutta slack in that particular, indeed all the eighty-fours are. The admiral is delighted with the sailing, and all else appertaining to Vanguard, which he frequently expresses; on going round under close reefed topsails and storm staysails he said 'if she goes round this time I shall be satisfied with her.' I trust the Vanguard may ever retain the name she still holds. The Master of the Fleet thinks his old ship rather to have improved than otherwise, indeed I have always considered this the finest two-decked ship I ever saw or heard of, in every particular, and from what I have seen of the Queen, I have decidedly the same opinion of her as a three-decked ship. I hope you do not consider these opinions too positive from one of my rank; but 28 years constant employment makes one think he ought to be enabled to form a judgment. In this cruise, although without set trials in which I am convinced your ships would have shewn still more, I must congratulate you as almost all the old officers, and all the young ones, whatever might have been their previous prejudices to the innovations so boldly and successfully worked out by yourself, have said that 'seeing is believing;' for the good of the service I belong to; I hope that such opinions may continue."

## H.M.S. VANGUARD.

---

From ADMIRAL SIR CHARLES PAGET.

"Bellerophon,  
"September 18th.

"I feel much pleasure in telling you that *Vanguard* is in every respect much improved by the further reduction of ballast, and that her superiority upon all points of sailing, since we last left Plymouth, has greatly distinguished her.

"If Bellerophon and Pembroke may be considered, as I believe they fairly may be above the average in sailing of our ships of the line, I am persuaded the *Vanguard* will be found to be a *clipper* wherever she goes amongst others of the class.

"In short, I am in admiration of her, and though Bellerophon is not at her best, my friend, Captain Jackson, frankly admits *Vanguards* great superiority.

"Captain Bouverie informs me she is sailing only 3 or 4 inches by the stern; certain it is, she has never before displayed her good qualities so much as since she has been in her present trim.

"I am equally delighted with her very little brother the *Pantaloon*, who has been making poor *Scylla* appear very low in the scale, *comparatively*.

"I have only a moment to write these few lines which I do with all my heart, first because they are *true*, and because they bestow my humble meed of approbation, where it is so justly due."

*From the COMMANDER OF THE VANGUARD.*

"H.M.S. Vanguard, Malta,

"October 28th, 1842.

"Although arrived after a four months' pleasant trip to the Archipelago, Coast of Syria, Egypt, and Ionian Islands, still I wish Vanguard had been more with other ships to show her superiority. I think she does better than ever; at any rate, I shall be very satisfied if she keeps as she always has during the four years I have belonged to her. The Cambridge, a noted fast sailing ship, has been our companion during this tour, and in every instance, we have beat her in a most undeniable way, and bigotted, as all generally are to their ships, the captain and officers of Cambridge (knowing the superior sailing of that ship, when on the South American station) were more particularly so, but there is not now a dissentient voice on board her, of the great superiority shown by Vanguard, generally sparing mainsail or more, on a wind, and all studding sails, free, beating her easy. We had no regular trials, for the thing would have been absurd, but more than once have made all sail together at daylight, and she has been scarcely visible from the deck at dusk, in a five or six knot breeze; and in turning off Smyrna, in the Narrows by St. James' Castle, with light winds, Vanguard beat through, when Cambridge was compelled to anchor, and warped through, arriving at Vourla eighteen hours after us; these things speak volumes in favour of your ships. We were a few hours in company with the Aigle, with light winds, she had no chance with us, and with the Howe, coming from Corfu, we positively drifted down here, having the main-topsail frequently to the mast half the day."



*From the CAPTAIN OF THE VANGUARD.*

"H.M.S. Vanguard, Malta,

"January 27th, 1837.

"I have to thank you for two letters received by the last packet, dated Nov. 18th and Dec. 29th; one of these contained that precious document, Captain ——'s report of our trial of sailing on the 29th of Oct., which I have shown to several officers, and which has surprised them not a little. It has surprised me less than it otherwise might have done, as I heard Sir C. Paget say that Captain —— calculates that if there had been no change of wind the advantage of the Vanguard would have been next to nothing, or some such expression,—he, in so expressing himself purposely avoided, as it appeared to me, to express that that was his own opinion; and as he had never courted talking about the relative sailing of the ships, the conversation was not continued. I think I told you before that on that day to prevent any mistake about its being a chase to windward, I enquired, by signal, whether it was so, and was answered in the affirmative. What business then had the Inconstant to be at one time hull down on our lee bow? I say the Inconstant only, though the Pique was in the same situation, owing to the captain's eagerness in taking the same direction as the Inconstant, with whom he wished to try his ship, instead of hugging the wind without reference to her, except as to getting to windward, which would I think have given him a more decided advantage.

"All that they say about the advantage Hayes has gained by making the hull of his ship lighter, and by having succeeded at the expense of lighter guns, is very clear and convincing. I can well conceive yours is a difficult and up hill task, but persevere, as you have hitherto done, undeterred by difficulties, and look for that, which I do not doubt your having ultimately—complete success. "*Magna est veritas, et prevalabit.*"

"I write now, though there is no immediate prospect of sending this letter, for I shall not send it by the Vernon on account of the length of time she is likely to be on her passage, but I write because there is no knowing how soon I may be separated from this noble ship, for the plan of which your country is, in my humble opinion, deeply indebted to you. I do not know who my successor is to be, but I hope he may be some one whom you know and approve of, and who will do her justice. You will be sorry to learn that we have had no opportunity of trying with the Vernon, since we have been in the Mediterranean, even

K k

with the Harlequin, whose captain has been under my orders on the little service on which I have been lately employed, I mean a trip to Tunis. She was not ready to sail for 4 or 5 hours after we left this place, and the Consul was not ready with his letters when we left Tunis to return here. She seems a very fine vessel, and to be well commanded; but this ship seems to move most particularly well, 4 or 5 inches only by the stern, and drawing but little more than 23 feet, and I think you will be pleased to hear of the confidence we have in the ship in having worked through the Narrows yesterday morning, the wind being at S.W. or directly out of the harbour. We made four tacks; the first from the starboard tack just without the point Ricasotri; the third just within, and to windward of that point; the fourth immediately under the outer Barracca, and if there had been any of the boats of the squadron in attendance on us, we should not have had to let go our anchor but have made fast to the buoy at once, just below St. Angelo Castle. I think this would have puzzled our friends in the Rodney, or I am greatly mistaken.

“Looking over an old log book of mine, I found a record of the old Lancaster, to which I once belonged, which contrasts so remarkably with what is the case in this ship, that I am anxious to mention it to you.

“The Lancaster had at one time a weight of ballast, 261 tons of iron, and 231 of shingle, more than one-third of the measured tonnage of that ship, which was 1430. This ship has now quite as much ballast as is necessary, and that is not quite one thirty-seventh part of her measured tonnage. I did not think it would be desirable to reduce the ballast below what she now has, though there could not be the least risk in sailing her without any, and in such case she would be, not only not as crank as many other ships, but not crank at all. Reducing the quantity of ballast, was one of the methods I had recourse to, in order to improve the old W. Castle's sailing. I reduced her ballast from 180 to 140 tons, and am satisfied that every ton taken out of her made her a better ship. I would that it may be my lot to try one of your three-deckers, the Victoria, one of these days, if you do not do so yourself.

“With reference to what I have written above, about the Lancaster, had she had no more ballast than a due proportion to what is in this ship, she would only have had 39 tons; on the other hand, had this ship a due proportion to what was in the Lancaster, she would have had on board 896 tons.

"It would do you good to see the ship now the masts are raking fairly and evenly with each other, and as much, or very nearly as much as we could wish; the poop lowered a few inches, and as for paint and other matters of that kind, getting on as we could wish; but above all the ship's moving would delight you."

---

*From the CAPTAIN OF THE ASIA.*

"H.M.S. Asia, off Malta,

"July 3rd, 1137.

"Our trials have been few and short for want of steady breezes, for as soon as the ships spread, one or other makes signal "lost the breeze." I consider Asia to be more weatherly than Rodney, and am confident of beating her on a wind. Vanguard admits of no competition, I never saw anything like her."

---

## H.M.S. VERNON.

---

*Report of the rate of sailing of H.M. Ships Vernon, Portland, and Endymion.*

*From CAPTAIN ELLIOTT to the COMMANDER-IN-CHIEF.*

“ 13th March, 1835.

“ At 9. 20. A.M. Vernon, Portland, and Endymion made sail to try rate of sailing, per signal, fresh breezes, wind N.E., course S.S.W., Revenge going nine knots.

“ At noon the Vernon was 10 miles ahead of the squadron, 5 miles ahead of the Portland, and 6 miles ahead of the Endymion.

“ 15th March.—At 7. 15. A.M. the squadron made sail to try rate of sailing; moderate weather, wind N. by E. course W. by N., rate of Revenge, 5 knots 4 fathoms. At 2 P.M. hove to per signal, at this time the Vernon was ahead of the Revenge 14 miles, Canopus 12 miles, Thunderer 11½ miles, Endymion 11½ miles and Portland 11½ miles.

“ 16th March.—At 8 A.M. Portland, Vernon and Endymion made sail under double-reefed topsails, courses and top-gallant sails, on a wind, wind west, a fresh breeze. At noon Portland bore from Revenge, W.N.W. distance 7 miles, and Vernon bore from Revenge, N.W. by W. 11 miles, Endymion sprung her bowsprit, consequently shortened sail.

“ It appears to me on the different days of trial, that the Vernon beat the Portland off the wind, nearly two miles an hour, and on a wind one and a half mile an hour; that the Portland beat the Endymion about a quarter of a mile an hour, both on and off the wind.

*From CAPTAIN MONTAGUE to the COMMANDER-IN-CHIEF.*

“Malabar, at sea,

“March 14th, 1835.

“In reference to your telegraphic order of the 13th instant, desiring the fleet to observe, and report on the comparative superiority of the ships named in the margin, Portland, Vernon, Thunderer and Endymion, which were that day ordered to try their rate of sailing, I beg to state, that in the opinion of myself and officers, the Vernon had a decided superiority; next, while she carried sail, it appeared to us, that the Thunderer had the advantage, the Portland third; but as the Thunderer and Endymion did not carry an equal press of sail with the Vernon and Portland, it is not possible to say where they might have been placed, had they done so. I must conclude this report by observing, that our position and the haziness of the weather, were much against our forming an accurate judgment.”

---

*From CAPTAIN BROWN to the COMMANDER-IN-CHIEF.*

“H.M.S. Caledonia, Salamis,

“March 12th, 1835.

“In obedience to your general signal, made on the morning of the 9th instant, at 9-15, directing the Captains of the ships of the squadron to give their opinion in writing, of the comparative rates of sailing, of H.M. Ships, Portland and Vernon, I beg to state that at 9-15 A.M. when the signal was made, the wind was about S.W. blowing strong and squally, and the squadron under double-reefed topsails, top-gallant sails, courses, jib and spanker; the Island of St. Georges de Arbara, bearing South, about seven or eight miles; these two ships were then on the Caledonia's weather beam, bearing S.S.W. about three miles, under single-reefed topsails, top-gallant sails, courses, jib and spanker; the Portland apparently half a mile to windward of the other, they rapidly increased their distance from us a head, the Portland at first seemed to hold her way with Vernon, but in about half an hour, the Vernon headed her and weathered. At about 10-30, they tacked together to the S.S.E. and on their crossing the squadron on the opposite tack, it was clear the Vernon had the advantage, but their distances was such, as to preclude the possibility of my judging to what extent, when the Portland sprung her fore topmast, which put an end to further trial.”

*From CAPTAIN ROBERTS to the COMMANDER-IN-CHIEF.*

"H.M.S. Endymion, at sea,  
March 9th, 1835.

"In compliance with your directions by signal, at 9-25 this forenoon, to observe particularly the result of trials between the frigates, and to give a written opinion of them, I beg to lay before you the result of my observation.

"9-25, Caledonia bearing S.E.  $\frac{1}{4}$  E. wind S.W., Vernon S.  $\frac{1}{4}$  E., Columbine S. and Portland S.  $\frac{1}{4}$  W. At 10 A.M. Vernon bore S.  $\frac{1}{2}$  W. and abreast of Portland, but to leeward of her, Columbine S.  $\frac{1}{4}$  W. and Portland south westerly. At 11, Vernon bore S. by W, westerly, Columbine S by W. and Portland S.  $\frac{1}{4}$  E. At 11-20 the Endymion tacked, which in a short time drew the three so far aft, that a further result could not be obtained.

"When Vernon and Portland got on the same tack with Endymion, standing towards St. George's Island, the Vernon evidently weathered on Portland, but did not appear to head her much.

"At 12 o'clock Vernon kept away, when she headed the Portland considerably, soon after, some accident befell the Portland, when she bore up; the Vernon continued her course round the Island."

---

*From CAPTAIN ROBERTS, to the COMMANDER-IN-CHIEF.*

"H.M.S. Endymion, off Malta,  
March 18th, 1835.

"In obedience to signal, at 9-40, on the 13th instant, to try Endymion's rate of sailing with the other frigates and to give an opinion thereon, I am to state that the Endymion's and Portland's sailing was so nearly alike, that when the signal of recall was made at 1-15, we were about  $9\frac{1}{2}$  cables' length from each other, Portland in the advance one cable's length, at this time Vernon was three miles a head.

"The trial on the 14th, I could not venture to give an opinion upon, the wind was so very light and variable, that sometimes one ship had the advantage, and sometimes another.

"The trial on the 15th was most conclusive as to the superiority of the Vernon over all other ships; the signal to try rate of sailing, was made at 7-30, and when the signal to heave too was thrown out at 1-50, the Vernon was hull down a head,  $7\frac{1}{2}$  miles; the Endymion and Portland were abeam of each other, the former forereaching on the latter.

"The trial on the 16th blowing a fresh breeze with some swell, the *Endymion* fore-reached on *Vernon* and *Portland*, particularly as the wind and sea increased, but they weathered considerably; my observation on that occasion led me to think that the only chance *Endymion* could ever have of holding her own with the *Vernon* would be in a double-reefed topsail breeze and a head sea. I must here observe that on the several trials that took place, *Vernon* and *Portland* had a reef out of their sails more than *Endymion*; *Endymion's* masts (the establishment) not being anything like stout enough to bear her sails with all the reefs out."

---

*From CAPTAIN PRICE to the COMMANDER-IN-CHIEF.*

"H.M.S. *Portland*, *Salamis*,

"10th March, 1835.

"I have the honour to acquaint you that yesterday, in compliance with your signal to try rate of sailing with *Vernon* and *Columbine*, at 9-25. A.M., wind W.S.W., course about N.W. *Portland* made sail on larboard tack under courses, single-reefed topsails, top-gallant sails, jib, inner jib, and spanker, the *Vernon* with corresponding sail then bore N.W.  $\frac{1}{2}$  W. to leeward, about two cables' length; *Columbine* bore N.  $\frac{3}{4}$  E. on the lee bow, distant about  $1\frac{1}{2}$  mile. At 10-40 the *Vernon* seemed to lay up to windward, nearly a point more than *Portland*, and gradually fore-reached on us until she bore W. by N.  $\frac{3}{4}$  of a mile dead to windward, on weather bow of *Portland*, as per diagram, *Columbine* then bearing N.  $\frac{1}{2}$  E.  $1\frac{1}{2}$  mile on our lee beam. At 10-50 *Vernon* bore W. by S. to windward, *Columbine* still on the lee beam. At 11 *Vernon* bore due W., *Columbine* on *Portland's* lee beam nearly two miles, observed her tack and stand for the south point of *St. George's Island*; 11-30, *Vernon* and *Portland* tacked, *Vernon* then due west on weather bow, distant about  $\frac{3}{4}$  of a mile, *Columbine* bore S.E.  $\frac{3}{4}$  E. to leeward, *Portland* carried away her jib halliards and took in her mizen top-gallant sail. Set the jib. At 11-50, *Vernon* bore W.S.W  $\frac{1}{2}$  W. on *Portland's* weather quarter about 1 mile. At 12, the carpenter on the cap reported the fore-topmast split and open from the heel to the cap, lowered fore-topsail, hauled down jib and wore. *Vernon* kept on and rounded *St. George's Island*. *Columbine* not seen, from being the other side of the Island."

"*Portland's* rate of sailing during trial was from 9 to 9-2 and 10 knots in the squalls, her heel over (per pendulum) was 7 to 10, and 11 and 12 in squalls. *Vernon's* heel over (per signal) was 6° and *Colum-*

bine 8°; on running for Salamis at 4-50 P.M. Portland had all reefs out, courses, topsails, top-gallant sails, royals, all jibs, top-gallant staysails, and spanker set. Vernon bore N.E. by N.  $\frac{1}{2}$  N. to leeward with, single-reefed topsails, top-gallant sails, royals, top-gallant studding sails, all jibs and spanker. Columbine bore S.E. by S. a stern, with fore-yard carried away. At 5-3, Vernon bore E and at 6-50 Portland shortened sail and reefed topsails, Vernon then bore north right ahead, carrying on courses, topsails, top-gallant sails, jib, and spanker. I further beg to remark that on leaving Vourla, the Portland's draught of water was forward, 18 feet 9 inches, aft, 19 ft. 10 in. and on removing six guns from a medium of 60 feet abaft to 50 feet before the centre of the ships motion, her draught of water was forward, 18 ft. 10 in. aft, 19 ft. 0 in. which I consider to be her best trim for sailing."

---

*From the CAPTAIN OF THE VERNON.*

"First cruize, at Sea.

"We have had another run on a wind, and beat Castor more than we did the day you were on board, and we carried a reef out more than any of the squadron. The following day we had a run before the wind, which was light, going six; we beat Castor in the day's run, they say a mile and a half; however, they are now quite cowed, and say 'why who expected otherwise.' I filled twenty tons in the forehold and find her all the better for it."

---

*From the CAPTAIN OF THE VERNON.*

"First cruize, Sunday, at Sea.

"Since you left us we have had another trial on a wind with Castor; we carried a reef out more than her, and beat her still more than we did the day you left us; as for Stag, she was shamefully beaten by Castor.

"We have had a run before the wind, and again beat Castor, which I did not expect; in both these trials, Castor had the advantage of the start; they are quite cowed. Yesterday the ship quite astonished me, Sir Pulteney was accompanying the squadron; Vernon wore like a jolly-boat, I never was in so handy a ship. Water-witch has left us, she was with us the day we tried Castor on a wind. On shaking our reefs out we got bothered, and the earing of the main top-gallant sail gave way,



which gave the Witch and Snake the advantage, but we were recovering our lost ground fast when the Witch hauled her courses up, and quitted us that day."

---

*From the CAPTAIN OF THE VERNON.*

"H.M.S. Vernon, North Sea,  
"November 22nd.

"As you know the French admiral has hoisted his flag in a large frigate, I met them the other day, the admiral and his four frigates. At a quarter before two they were five miles and a half in the wind's eye of us, carrying single-reefed topsails and top-gallant sails, water smooth; I then made sail, and at twenty minutes after four fetched to windward of all of them, one of them, their best sailers, the Ariane; she was launched since Vernon.

"We have had another run with Castor, and appear to beat her more than before."

---

*From the CAPTAIN OF THE VERNON.*

"Tuesday, 11, A.M. North Sea, Dutch Coast.

"Vernon is indeed all you could wish. The Frenchmen were, as most people are, surprised, and our sailing has astonished them. We spared them two reefs, royals, and studding sails, and then went from them. Vernon's handiness has quite surprised the pilots; we were rather jammed at weighing, but she was as handy as a cutter. They all say we are too long-legged for the Dutch coast in winter; we must only look out sharp. I think there will be some slashing work when the dark nights come on. Yesterday it blew very hard and Castor was struck with lightning; her mizen mast was struck, but no great damage done."

---

*From the CAPTAIN OF THE VERNON.*

"H.M.S. Vernon, at sea,  
"August 8th, 1834.

"You will perhaps recollect that we sailed in the President for Halifax, from Spithead, on the 29th May, and after a stormy passage, we

arrived there on the 1st July. The Admiral was not there, but had orders for me to join him at Bermuda, where I found him on the 15th July, with his flag on board Vernon. On the 17th we changed ships, I never had been on board Vernon until then, and I never was more astonished in my life, to see the difference between the two ships. On the 23rd July, I sailed again for Spithead, where I expect to arrive to-morrow, which will be a very quick passage. The Vernon is a splendid ship, sails and works like a jolly boat, and I do not fear but she will be made to answer your most sanguine expectations as well as my own; I have no doubts about it, and nothing shall be wanting on my part to accomplish the object we have in view.

"As a proof of her being an easy ship, the master took an azimuth at the time she was going 11 knots 6 fathoms, a circumstance never heard of before, and every way I have tried her, she is easy to a degree, and the only way that she has not been tried, is upon a wind in a head sea, and even there, I have no fear she is the finest ship in the world."

---

*From an OFFICER OF THE VERNON.*

"H.M.S. Vernon, Malta,

"January 6th, 1835.

"We arrived here on the 3rd all well, but unfortunately the packet came out of Port the same day, so that I fear you will not receive this for some time. After sailing from the Downs the second time, we beat down Channel with moderate weather until off the Lizard, when we encountered a heavy gale from S.W., but we stuck to it under reef courses and topsails for 24 hours, when it moderated and came to N.W., from thus to calm, and then a fine breeze from N.E. carried us through the Bay and to Gibraltar, which we passed on the seventh day after leaving the Lizard. We have been three weeks all but two days on our passage from thence to Malta, having experienced nothing but foul winds and calms; I do not think I ever made a more tedious passage. We are now completing provisions and stores and proceed to join the admiral in a day or two; we hear that he is at Smyrna, but that seems very uncertain and I suppose we shall have a wild goose chase after him. Every one seems delighted with the ship; when we are below you can hardly tell which tack she is on, and the breezes we have been in clearly shows me the fallacy of the numberless reports we hear about her; we have been going 10 knots on a wind against a very heavy head sea, and from what

I have heard I was quite astonished to find her pitch so perfectly easy and dry; in going across the Bay she was going in under treble-reef top-sail and courses with the wind abeam, and she lurched neither suddenly or heavily; in short, as far as I am able to judge, I think her to be the most perfect man-of-war in the navy."

---

*From the CAPTAIN OF THE VERNON.*

"H.M.S. Vernon, Malta,

"April 8th, 1835.

"Yesterday when at the admiral's office the secretary was good enough to shew me Sir Josias Rowley's official letter that goes home to the Admiralty, with the reports of the different captains of the squadron, respecting the comparative sailing of the Vernon with the other ships that were selected to make trials with her. I can with truth assure you that the admiral, who at first rather appeared to think that there was nothing very extraordinary in the sailing of the Vernon, but, now that he has seen her in every situation on her trials, has become a perfect convert, and thinks no ship in the navy will or can sail with her. There are fourteen reports that go with this packet, and all I believe very favourable. I hope that Captain Symonds may get hold of them and publish them to the world, so that every impartial man may see how he and his ships have been calumniated by a set of slanderers, who have neither honor nor principle in them. I shall, as far as lies in my power, while I command her, give her fair play, and by so doing I will fear nothing afloat either here or elsewhere, and I trust that from this indubitable and incontrovertible evidence, those persons who have hitherto been inimical to Symonds, will themselves become converts and see the *evil* of their former ways, and repent.

"I beg leave to add that the letter I wrote to you along with the copies of my reports go in the admiral's bag."

---

*From an OFFICER OF H.M.S. VERNON.*

"These trials are I suppose the most extraordinary instances of fast sailing that have ever been recorded; those on the 9th and 15th March are truly astonishing. It is not merely the fast sailing of this wonderful specimen of naval architecture, that is the admiration of all who have witnessed her performances, but also the grace and ease wherewith she accom-

plishes such noble feats; while her handsome appearance as a ship-of-war, her capabilities of stowage and accommodation, her great stability and invaluable property of working off a lee shore, &c. are not among the least considerations with nautical men. Thus on the 9th and 15th of March, after displaying her decided superiority over Portland on a wind, (which ship has hitherto been considered one of our best frigates) causing her to spring her fore-topmast, from her pitching and being over-pressed; then after rounding the island of St. George, running down to Columbine shortening sail, &c., she under much less sail than either the Portland or the Fleet, over-takes the former in *two hours and a half, distance 10 miles*, and the latter in *three hours and a half, distance 14 miles*, and to conclude the scene, comes through a heavy squall which reduced the fleet to double-reef topsails, the Vernon with single-reefs and top-gallant sails inclining only 6 degrees.

"On the 15th, the nearest ship, in 6½ hours' trial, was 10 miles astern, and the admiral, by his own account, 21 miles; thus, had the trial continued until sunset, every ship would have been fairly out of sight. These are facts which no one can dispute, and although the Vernon has not ultimately been so successful with Barham in light winds and smooth water, as might have been anticipated, owing to having greater weight of stores and provisions on board than Barham, she has most unquestionably proved herself to be a far superior ship under every other circumstance. The head sea so long and so much complained of by other officers, we find no detriment to her sailing; with ease she meets the uplifted wave and scornfully shoulders it away, while her opponent is fain to follow in the train of her more powerful antagonist."

---

*From CAPTAIN ——— to the CONSTRUCTOR OF THE VERNON.*

"I have seen Sir T. Hardy, and all so far is well. I assure you I am so much rejoiced at the idea of treading the deck of the Vernon for a few months, that it is difficult for you to conceive.

"I trust when decided on, that I may be allowed to co-operate with you in the manner of leading the running rigging on deck, as this is of the first consideration, when you reflect that it is necessary we should have nothing to undo, so when her bitts are about to be put in her, will you allow me to make some arrangements in the shears for leading, as I hope to break ground with my people knowing their places, that we may work well from the first."

*From the CAPTAIN OF THE VERNON.*

"H.M.S. Vernon, at Sea,

"September 17, 1832.

"In compliance with your directions to report to you my opinion of the qualities of H.M.S. Vernon under my command. I have to state that she stows infinitely better and more than I had anticipated; she stands well up to her sail, better than any vessel I ever saw, and is the easiest ship I ever was at sea in, against a heavy head sea; she sometimes pitched deep, but so very easy that not a rope yarn could be strained; she rolls perfectly easy in working. She is the handiest ship I ever was in, and in wearing she quite surpassed my most sanguine expectations. Take the ship altogether I think her quite perfection.

"There are some minor things in the fitting, that in my opinion, might and ought to be altered, such as her magazine, which is too confined, and requires some alteration, and had she two guns less on the quarter deck and fore-castle, I think it would improve her.

"The gun carriages on both decks would bear lowering three inches, and by so doing would take weight off the upper works and make the guns more handy. As a roadster, we have had no experience.

"I shall forbear making any observations as to her sailing qualities, you having witnessed her superiority."

---

*From LIEUTENANT — OF THE VERNON.*

"The Vernon, that you must see so much about in the papers, has acquitted herself in glorious style; I never thought ship building could be brought to such perfection; we can fight either side, let it blow as hard as it likes, and as to sailing, we astonish the whole fleet, which we beat in prime style, always leaving the fastest of them six or seven miles astern in six hours. The Caledonia, that we thought sailed very fairly when with the fleet, we run out of sight in seven hours on any point."

---

*From the MASTER OF THE VERNON.*

"H.M.S. Vernon, Malta,

"April 6th, 1835.

"Knowing you feel a lively interest in everything connected with the

naval service, I thought you would like to know how Vernon behaved with the fleet in this quarter, and I think I cannot do better than give you extracts from the log on the several trials we have had, viz. —

“ On the 9th of February, our first trial took place with the following ships, Caledonia, Canopus, Thunderer, Edinburgh, Revenge, Malabar, Endymion, Tribune, and Childers sloop.

“ At 8. 40, A.M. made all possible sail, per signal, wind right aft, and started from our station, the last ship in the starboard-line, and about 2 miles astern of the flag, and one mile astern of Thunderer. At noon, Caledonia 7 miles astern, Thunderer 4 ; the latter being a long way ahead of the rest of the squadron. At 4, P.M. shortened sail, per signal, Thunderer 7 or 8 miles astern ; or, beat her about one mile an hour.

“ 10th of Feb. 8. 40, A.M. signal to try rate of sailing, steering E.S.E. with a firm quartery breeze from S.W. Thunderer 2 miles ahead, Vernon last ship, going from 10 to 12 knots, 4-20, signal to close admiral. Thunderer and Canopus 7 or 8 miles astern, Caledonia 10, Revenge 8 or 9, Malabar 12, Edinburgh 12, Endymion 12, Tribune 9 or 10, Childers sloop lower yards down.

“ 11th of Feb. off Cerigo, with a strong breeze close hauled ; shortly, after admiral made signal to try rate of sailing, the Malabar carried away her bobstay, and signal was made to bear up and run to the northward of Cerigo, which we all very much regretted, for it was just the point of sailing the Vernon would have shewn herself, and convinced every one that she could do her work in a head sea and beat them all.

“ 12th Feb. the wind E.S.E. steering to N.E. close hauled, going from 3 to 6 knots. 8-40 our signal to pass to leeward of Endymion, the last ship in the lee line ; ran to leeward of her at 9, fleet in chase ; in half an hour passed to windward of Endymion, and in one hour passed the Thunderer, the headmost ship of the weather line. At 4, P.M. signal to close admiral ; Childers 3 miles astern ; Tribune 6 ; Endymion 8 ; Thunderer 9 ; the admiral and the rest of the squadron indistinctly visible astern ; the wind during this trial was light and wavering, from S.E. to E.S.E. Anchored at Vourla on the 14th, and on our passage back had the following trials with Portland and one of the Vernon family, Columbine ; the Tribune and Childers left at Smyrna ; the rest of the fleet as before.

“ 9th March, 8-40 A.M. admiral made signal for frigates and sloop

to close. 9-25 started, Portland half a mile on our weather beam, Columbine about the same distance on our lee beam, Endymion declined trying, wind fresh from S.W. with a short sea on, close hauled, going from 9 to 10 knots under single-reefed topsails, top-gallant sails, jib and driver. At 10 crossed under the Portland's bows, dead to windward of her; signal from the admiral to pass to windward of St. George's Island, rounding it to the southward, and join him at Salanis Bay. 11-30, tacked, finding we could weather the Island, then about one mile and a half dead to windward of Portland. The brig had tacked before, with the intention of passing round the leeward side of the Island, finding Vernon dropt her. 12-15, Portland made signal, "her fore-topmast was sprung," and bore up to join the admiral, without going round St. George's Island. 12-30, rounded the Island and hauled up to the northward; observed Columbine to leeward, with fore-yards gone in the slings, shortened sail and spoke her; made sail again, standing to the northward, observed Portland under all sail. 2-50, passed the Portland. At 4, passed the admiral, Portland two miles and a half astern; anchored at Salanis the same time as Canopus, the headmost ship of the fleet, to the surprise of the fleet, notwithstanding we lost half an hour's run, by not tacking sooner off St. George's Island, for when we tacked to go round it, we had to keep away one point and a half from the wind. This would have been a proud day for Captain Symonds, had he witnessed it, for the Portland is decidedly a clipper of her class.

"13th, Wind right aft, blowing fresh with a short sea on, and as much sail as we could carry, top-gallant-sails, single-reefed topsails, two fore lower studding sails, steering S.S.E. for the south end of Cerigo. Wind N.N.W. Portland and Endymion on our starboard beam, bearing N.W. by N. the former half a mile, the latter one mile; Thunderer about one cable's length on our larboard beam. 9, started, 11-45 split both main-topmast, studding sails. In all studding sails.

---

*From an OFFICER OF THE VERNON.*

"H.M.S. Vernon, Malta,

"April 6th, 1835.

"You asked me to give you a true and impartial account of the Vernon, I do it free from all prejudice or bias: I think I had better tell you what we have done since we left the Downs. The first time we started, we had a very strong beating wind with a head sea, we had beat up past

Dungeness, when, it coming on to blow a gale, and the narrow passage between this and the French Coast, the Captain determined to bear up for the Downs. We remained here another day, when it having in some degree moderated, we again got under weigh; we had a very strong beating wind with a head sea for three days; whatever doubts may have been entertained before this of her qualities when blowing hard and a head sea, (from the false assertions made in some of the papers, by some prejudiced or interested people,) they are now entirely done away with. They say she is a very wet and uneasy ship; I say she is not; she wets her forecastle a little when it blows fresh I allow, but what ships, especially fast sailing ships, do not; then, as for her being uneasy, she certainly pitches rather deep, but so very easy that one can scarcely feel it. After we got clear of the Channel, we had nothing but light contrary winds most of the way to Malta, in consequence of which, we were from December 3rd, to January 3rd going out. When we arrived at Malta, we found that the fleet was at Vourla; we were to have sailed to join them, but the Childers having arrived, with the news of the fleet being on their passage down, we remained here for them; they arrived on the 18th January, after they received pratique; we were visited by most of the officers, and much admired. The Thunderer beat the whole of the fleet coming down, (Columbine excepted,) and from what they had read of the Vernon, expected to treat her in the same manner, Although we said but little, we were very sanguine of success, and wished much for an early opportunity of deciding it. It took place sooner than we expected, by the arrival of the Tribune, from Smyrna, with the news that the Sultan had thought proper to behead about 250 of his loving subjects, and that our ambassador requested the fleet's presence at Vourla as soon as possible; accordingly all the fleet sailed on the 8th February, on the 9th, about 9 A.M. the signal was made "try rate of sailing," the wind nearly aft, and a 7 knot breeze; in one hour, from being the sternmost ship of the line, we were ahead of the whole of them, and in seven hours run, we beat the Caledonia 13 miles. But the next day we beat them more, it was a good fresh breeze with the wind abeam, or a little before it. After a run of seven hours and twenty minutes, we beat the Caledonia 15 miles, Thunderer 8, Canopus 8, Revenge 10½, Malabar 13½, Endymion 13, Tribune 10½, Childers 16, Edinburgh 12½ miles; besides which, we are the stiffest, and can outcarry the whole of them, This I think is as much as can be expected from one of Symonds's "*failures*."

"We had a trial on a wind the next day, but it was a very light wind, we forereached and weathered on the whole of them. In light



winds, close hauled, the Childers is next to the Vernon, but unfortunately the Columbine was not with us, having been sent on before with despatches. When we arrived at Vourla, the Admiral and every one acknowledged our superiority. As everything remained quiet at Constantinople, the fleet again weighed from Vourla Bay, consisting of the Caledonia, Thunderer, Edinburgh, Canopus, Revenge, Malabar, Vernon, Endymion, Portland, Columbine and Medea. On the 9th, at nine o'clock, we were ordered to close with the Portland and Columbine. At 2-20, the Portland being half a mile in the wind's eye of us, and Columbine half a mile on our lee beam, the signal was made to try rate of sailing, and beat to windward round St. George's Island, (which was about 15 miles to windward,) and then close with the admiral. In 40 minutes we crossed the Portland's bows, our taffrail passing within 20 yards of her flying jib-boom. At 11-30, when we tacked to pass to windward of St. George's Island, we bore one mile and a quarter, right in the wind's eye of her; we could but just carry single-reefed topsails and top-gallant sails, and we were going, a great part of the time, ten and three-quarter miles an hour, within five points of the wind. At 10 minutes before 12, the admiral bore up, and made signal for the fleet to anchor in the Bay of Salamis as soon as convenient. At 12-10, P.M. the Portland made signal that she had sprung her fore-topmast, and bore up; the Columbine having carried her fore-yard away, bore up also. At 12-30, we bore up round St. George's Island, having passed to windward of it; we experienced some very heavy squalls, so that I am not surprised at Columbine carrying her fore yard away, or Portland springing her fore-topmast. Although when we bore up, most of the ships were six, eight and ten miles ahead, we passed the whole of them, and anchored the second ship in Salamis Bay, two minutes after the Canopus. The Portland sails remarkably well for one of the old class of ships, in fact, if none of Captain Symonds's ships were up here, she would be the crack ship of the station. In strong breezes, we beat the Columbine, but we have had no opportunity to try her in light winds, neither shall we for some time, for she is to go to Malta without the fleet. Symonds's "*Bathing Machines*" never proved their superiority in out carrying other ships, so much as when running into Salamis; a very heavy squall came on, which obliged all the other ships to take in their top-gallant sails, and most of them to lower their topsails and reef them, while the Vernon and Columbine carried single-reefed topsails and top-gallant sails right through it. Now for our stowage, which is a very great qualification in a man of war; we stow six months' provisions under hatches easily, nine months' rum in the spirit room, eight hundred bags of bread in the bread room, and two hundred and fifty three tons of water.

M m

Can the opponents of the surveyor name any other frigate in the service that can do this? No, they cannot, and yet with all these well-known facts, they have the audacity to assert, week after week, that we are a total failure, without being able to bring forward a single fact to substantiate it. It may be that Captain Symonds's ships cost more in building than other ships of the same class, because they are so much larger; but does not the comfort and health of the officers and ship's company counter-balance this, for it stands to reason, the less people are crowded in a ship, the more comfortable and healthy they must be. We sailed from Salamis at one in the morning, on the 13th for Malta, having received pratique the day previous, there were only the six line-of-battle ships, and Vernon, Portland and Endymion; after we all got out of the Bay, the signal was made, "try rate of sailing," with Thunderer, Portland and Endymion, a strong breeze right aft; but in consequence of trimming ship, in hopes of sailing better, we only beat, in a four hours run, the Portland and Endymion three miles, and Thunderer five miles.

"On the 15th, at 6-45 A.M. a general signal was made, "try rate of sailing," we were then abreast of the admiral, with Endymion a little on the bow, Portland on the quarter, and all the line-of-battle ships in close order when we started; it was a fine day, the wind before the beam and a seven or eight knot breeze for us; after a run of seven hours, the signal was made to "heave to," we were then about twelve miles ahead of the Portland, Endymion, Thunderer and Canopus, the remainder of the squadron were scarcely visible astern. If we had been allowed to run on half an hour longer, we should have been out of signal distance, for it was with difficulty we made it out then, although all the headmost ships repeated it. It is impossible to say accurately, how much we beat each ship, but I can say how much each ship was below the horizon, after a run of seven hours, as seen from our taffrail; Caledonia, head of topsails just visible; Malabar, half topsails down; Portland, rather more than hull down; Endymion, foot of courses and wash; Thunderer, hull down; Revenge, lower yards down; Canopus, hull down; and Edinburgh lower yards down. Had I not seen this myself I should have thought it almost impossible for one ship, in such a steady breeze, to beat a whole fast-sailing squadron such an immense distance, in so short a time; but I can easily account for our beating them so much more to day than formerly, for before this, we have had guns aft from forward, and the watch under the half deck, but to day everything remained in its proper place, as Captain Symonds intended it should, when he gave the trim of this ship. I must here bear witness to the fair and honourable manner in which the

admiral has acted in the late trials; to day he made all the ships heave-to together, and sent the *Revenge* ahead to measure the distance between each ship; and all the captains are to send their written opinions of the trials to the admiral. Although we only had a seven hour's run, we were lying-to more than four hours before the Admiral came up with us, so that it took the greater part of the fleet eleven hours to run over the same ground that we did in seven hours. On the 16th of March at 8-20 A.M. the signal was made for frigates "to try rate of sailing," we were on a wind with a fresh breeze from the westward, the *Endymion* being, when we started, a quarter of a mile on the weather bow, and *Portland* three quarters of a mile on the weather beam; *Endymion* and *Vernon* had single-reefed topsails and top-gallant sails; *Portland* all reefs out of her topsails and top-gallant sails; at 8-50, the *Endymion* was a cable's length astern. At 9, *Portland* was a cable's length in our wake. At 11, *Endymion* shortened sail, and made signal that she had sprung her bowsprit, she was then three miles and a half on our lea beam, at the same time the *Portland* took a reef in her topsails. At 1-20, we tacked, per signal, and passed three miles and three quarters to windward of *Portland*, and then bore up, to close the admiral, so by this in five hours we beat one of our fastest sailing frigates four miles and three quarters dead to windward. After sunset it came on to blow very fresh, and a head sea getting up, we treble-reefed the topsails. *Portland* and *Vernon* kept abreast of each other all night, on the weather beam of the admiral, but we spared the line-of-battle ships courses, and *Portland* foresail.

"As the wind lasted till the morning, we were very anxious to try again with *Portland*, there being a head sea and blowing hard, as some of them still think that the *Portland* will hold a tug with us on this point of sailing. But at 8 o'clock the admiral made the signal for *Portland* and *Vernon* (*Endymion* having sprung her bowsprit, made the best of her way to Malta), to run down 7 miles to leeward of him, and then beat up to our station; but just as we hauled on a wind, it fell very light, so that when we got in our station, we had only beat her three-quarters of a mile to windward: but I should think our sparing her a foresail all night, was quite sufficient proof that we could beat her on this point of sailing, as well as all others.

"On the 18th of March, at 9-10. A.M. the *Vernon* and *Portland* were ordered to try rate of sailing, and make Malta, we were abreast of the admiral when we started; at 20 minutes past 3 in the afternoon, we

were close to the harbour's mouth, the Portland was then 9 miles astern, the Malabar out of sight, and the remainder half topsails down. We could have been in harbour before 4 o'clock in the afternoon, but in consequence of having to wait for the squadron and take our turn, we did not get in before noon the next day. The admiral expresses himself highly pleased with the Vernon, and says he could not have believed, unless he had seen it himself, that one man could build ships so far superior to all others in every point, as Captain Symonds' ships evidently are to all the old class of vessels. All the captains have sent in their written opinions of the Vernon, which, with the admiral's, will be forwarded to the Admiralty. Enough of the ship, for I am afraid that I am getting tiresome; the reason that I have ventured to be so very explicit is, that I know you take a deep interest in this ship, owing to so many contradictory reports being spread about her. I like this station very much, as you always said I should, and this is the ship I would sooner belong to, than any other in the service, although she is such a 'dangerous' vessel. You must have perceived that I am become a regular Symondian; so must every unprejudiced person be that has served in any of his ships. I should like for you to take a cruise with us, you would be quite delighted with us; the only objection to us is, that it spoils a person for any other ship."

---

"H.M.S. Vernon,

"February 6th, 1835.

"You say you wish to hear the true account of our trial with the Barham; well, I suppose I must tell you, although it is much against my inclination, for it is so different from our trials with the Portland, &c. We have had a great many trials off Malta, the Revenge acting as umpire; but they have all proved so unsatisfactory, that Captain Elliott declined giving his opinion as to which ship shewed the superiority; the admiral did the same, so that the reports from each ship are sent to the Admiralty for their decision. Of course, as the umpire declines giving his opinion, the Admiralty will not take upon themselves to do it, so that all bets must be withdrawn. We were so confident of beating the Barham when we left Malta, that in consequence of their having boasted that they beat us off Zante, we offered to take any bets on the approaching trials to the amount of £200; only one bet was however accepted, which was a quarterly bill between the pursers of the Barham and Vernon, and which is not yet settled.

"In light winds with royals set, the Barham beat the Vernon, but in fresh breezes the Vernon beats the Barham. The Vernon can carry sail longer than the Barham, and is a much easier ship in a sea. You will naturally say if this is the case, how can there be any doubt as to which is the superior ship? Nearly all the time we were out light winds prevailed, so that the majority of trials were in the Barham's favour; although the superior point was in our favour. But it is all stuff talking about the Barham beating the Vernon; let the Vernon be in the same trim as she was when she sailed with the Portland, and the Barham will not do a bit more with her than that ship did; indeed I would bet my existence, that in fresh breezes on a wind, the Portland will beat the Barham; for the most we were on a wind with the Barham, (and then we were beating her) was 9½ knots; whereas, when we tried with the Portland, under the same sail, we were going 10½. The greatest proof of our being out of trim, is that now we only beat the Revenge half a mile in the same time that we used to beat her 10 or 12 miles. The Revenge has certainly improved in her sailing, but not near to that extent. However we have at last arrived at what some people appear to consider the *height of perfection*, a dry forecastle. Deuce take a dry forecastle I say; let her slip through the water as she once did, the admiration and wonder of all who beheld her, and she may wet the lower deck for all I care, or I believe any one else inside of her, expect the mate of the lower deck, \* \* \* But our fame is now so firmly established that it is not a thing of this kind will shake it in a hurry. Captain Symonds said, when he heard of these trials, that he did not care a pin about it, for he was quite convinced that if his ships were handled as well as his opponents, they would always beat them."

---

*The following statement was published by the CAPTAIN and OFFICERS of H.M.S. VERNON, in refutation of the false reports that had been circulated to the prejudice of this ship:—*

**"THE VERNON FRIGATE."**

"The officers of the Vernon having observed that various erroneous statements have gone abroad respecting her qualities, consider it a duty that they owe their country, to disabuse the public mind of the prejudices thereby created; they, therefore, beg leave to state, that after nearly three years' trial of that magnificent ship, they consider her a *perfect* man-of-war, in every respect, affording ample room to stow her provisions, berth

her crew, and fight her guns, under all circumstances; besides being a remarkably fast-sailing and easy ship.

"Let any unprejudiced person examine her standing rigging (now in Sheerness dock-yard) that has been over her mast-heads for nearly five years, and judge for themselves.

"In respect to her expenses, they assert without the fear of contradiction, that they have been less during this commission than those of any ship of her class on the Mediterranean station; and they hope that every lover of his country, and friend to the wooden walls of Old England, will join them in wishing to see many such ships in H.M. service; there will then be no difficulty in bringing an enemy's fleet to action, in the event of a war.

JOHN M'KERLIE, Captain  
COLSON FESTING, First Lieut.  
EDMUND WILSON, Second Lieut  
PETER DUTHY, Third Lieut.  
J. P. DAVEY, Fourth Lieut.  
E. G. E. NAPIER, Fifth Lieut.  
M. BRADSHAW, Master

ROBERT DUNCAN, Sen. Mate  
WM. MORRIS, Mate  
T. MALING, Mate  
A. J. CURTIS, Mate  
JAMES STEEL, Mate  
J. H. CRANG, Mate  
R. HULTEN, Second Master."

## H.M.S. PIQUE.

---

*From ADMIRAL ——— to the CONSTRUCTOR.*

"Bellerophon, Plymouth Sound,  
"October 13th.

"I enter into your feelings with all my heart and soul respecting Pique. I do sincerely lament, that anything should have deterred you from having had dealt out to you, the same justice and fair play that have been so properly observed towards Hayes, and you ought, therefore, (especially after the mortifying and various mishaps which befell Pique whilst she was last in commission, to have commanded her yourself for the *first* cruize, in company with Inconstant, or to have had a captain in her who would bona fide have carried your wishes into execution.

"I heartily lament you are not on your nomination in the command of Pique—for the time being. All I can do under the circumstances I shall be placed in, is, to see fair play, and in exacting this, I shall not fail to express how deeply I think the captain is bound in justice to you to confirm strictly to your wishes.

"We are riding out some thundering gales all well."

---

*From the CAPTAIN OF THE PIQUE to SIR T. HARDY.*

"I have written a full and, I hope, a fair account to Symonds of Pique's performances during her cruize with Castor and Ringdove. We commenced from 15 to 17 inches by the stern, and gradually increased to 3 feet, by pumping out of fore-hold, getting eight foremost guns aft, shot cases, &c. and it altered and improved the very nature of the ship.

"We began by Castor having the best of it, but we turned the tables

as soon as we got to 2 feet ; latterly we had a great superiority over her in a heavy head sea, blowing strong, and I must say Pique is the most magnificent ship in a gale of wind I ever saw ; in light winds she has no superiority, simply because she spreads no canvas in proportion to her bulk, but against a heavy sea blowing hard, she can smother all the old style of ships. Our best trim, with 4 months, is about 2 feet 8 inches, increasing the difference as she lightens bodily, 32 iron-winged up in the after hold ; coal hold ought to be abreast the main hatchway, magazine forward, main and mizen masts well aft, about  $2\frac{1}{2}$  degrees. Ringdove beat Castor every day, blowing hard, or in moderate weather ; she is the best brig I have ever seen. Symonds's vessels are like cutters ; bring them to anything like an even keel and they bury themselves, but in trim there is nothing like them, they have every good quality.

"We have experienced very bad weather during the last two months, and blockaded the Castor in Santander eleven days before she could get out, owing to the heavy sea setting in on the coast. I intend to leave 22 tons of ballast ; Pique ought to carry 4th rates masts ; she can bury all those foolish 52-gun ships.

---

*From the CAPTAIN OF THE PIQUE to the CONSTRUCTOR.*

"H.M.S. Pique, Portsmouth.

October 13th, 1835.

"Your beautiful ship has had the hardest thumping that ever was stood by wood and iron ; a strong current swept us in on the shore off Labrador, in the Belle-isle passage, and we laid on the rocks beating our souls out for  $10\frac{1}{2}$  mortal hours ; luckily her masts stood and everything else but the fore-foot and keel, which will be found wanting ; three days after we left the land we lost our rudder, the pintles of which must have been broken by the rocks, and we steered her home by 15 fathoms cable. The rudder you sent a description of did not answer in a heavy sea, neither did the Pakenham rudder ; we found nothing like the main and cross jack braces, twice only, blowing hard with a heavy sea, did she get out of our hands, when we hove her to with her head the wrong way, and I know of no other ship that would have stood such a wrangle.

"We are all well on board, and understand the art of pumping."



*From the CAPTAIN OF THE PIQUE to the CONSTRUCTOR.*

"After the obstinacy and perverseness I have shown on the subject of trim, I now confess, in justice to yourself, that 14 in. by the stern has turned out to be our best sailing trim, with the masts standing according to your plan, in smooth water. In the first trials off the wind, Inconstant had the advantage; we carried one turn three spokes weather helm, wind one point free. The second day a heavy N.W. swell on our lee quarter, wind quarterly, made the ship steer badly, and I damaged myself by trying to improve, (shifting guns and weights). The third trial, Oct. 27th, wind nearly aft, water smooth, we cleared her 1800 yards in four hours. On the 29th, owing to a smash of spars the day before, when we commenced by out-carrying Inconstant; the admiral tried us with double-reefed topsails and top-gallant sails, when we could easily have carried another reef; the consequence of this was, a slight advantage in favour of Inconstant, and I made it worse by running two main deck guns forward, during the last hour. On the 31st, Inconstant and Pique started together, Vanguard and Pantaloon on our weather beam, a fine breeze, top-gallant sails over single-reefed topsails, against a short chop of a sea; for the first two hours Vanguard walked away from all, but the water smoothing down as we approached the land, we first disposed of Inconstant 2000 yards on our lee beam by 1 o'clock, the Vanguard then a mile on our weather beam, we luffed up for her and crossed her lee bow and went away ahead and to windward, having quite as good of it as the Pantaloon; trim computed, 20 feet 6 inches aft, 19ft. 4in. forward, 2 aft quarter deck guns at the entrance port, 2 cabin main deck guns abreast fore bitts, hammocks with 4 shot in each hanging up, ship's company in lower deck between steerage and fore-hatchway. Now the ship lightens I have them all as safe as the Bank; Inconstant is very fast off the wind, but neither she nor Pique (in her present trim) can beat the Vanguard against a head sea, whatever capers we may cut over her in smooth water; we have both the same fault, a broad bow to stop us in a sea way. I have seen this ship occasionally perform such brilliant things at her present trim, and with her masts aft and 3ft. by the stern, that I must form this conclusion, 'we have not yet arrived at her best,' some intermediate trim must be found to answer. With respect to trimming a ship during the time of trial, I discover nothing but that the very act of moving any great weight destroys her sailing at the time; in short I know nothing, and of course can make no further experiment till I hear from you, except lightening the ship from the two extremes and hoisting in one of my quarter boats."

N n

*From CAPTAIN BOXER.*

“ Quebec,

“ March 23rd, 1845.

“ I was delighted to see by the last Mail, Lockyer's report of Albion, and my report of Pique published, if you have any other documents of mine that would strengthen that report, I hope they will be published also ; for it is really shameful to see the scurrilous attacks that are made on your fine ships. The builder's report at Chatham, after all the work Pique had done while under my command, would be a strong document ; but you have many others equally so as to her qualifications, which if they had daylight, would be of great service ; I therefore hope they may not be kept back, for the time is now come to make a stand against a party who have been, for years, publishing nothing but falsehoods.

“ I do not give up the chance of having in hand one of your fine 90-gun ships, for nothing should keep me in this long shore appointment if war was declared with any other power.

“ I quite agree with you about Dover Harbour, and should have made the same protest as you have done, had I been one of the committee ; from a knowledge of the movement of the shingle, which must not be stopped, if it is, it will fill the new Harbour, independent of the sediment of mud from the old ;—and you are quite right about the anchorage, for nothing can be worse. I gave this subject much consideration while residing at Dover. Have you seen the report of the committee on Dover Harbour ? if not, you can get it at that place ; Smeason's report, which is published in the report, treats it better than any other I have seen.”

---

## H.M.S. CLEOPATRA.

---

*From an OFFICER OF THE CLEOPATRA.*

"H.M.S. Cleopatra, Little Nore,

"October 29th, 1855.

"It is with sincere and heartfelt pleasure that I inform you how much I am delighted with Cleopatra; she sails very fast, works well, and is in every respect an easy comfortable good ship. Her going on shore has given me great pain; however, it is a consolation to think it will prove to the world how well your ships take the ground. To the best of my judgment the Cleopatra never struck on any part but her keel, at the time heeling about three streaks, and striking very heavy for about twelve hours, out of the six and twenty which she was on shore; still she appears to have received little or no damage.

"It is my opinion that had she been a vessel of the old construction, she must have struck on her bilge, which part being considerably weaker than her keel, would have made her getting off a doubtful case; allowing that she was not bilged, it would still require a greater power to heave a vessel off, grounding on her bilge and keel at the same time,

"On the 25th of October, under double-reefed topsails, courses, jib, and first-reefed driver, close hauled, she astonished us all by going eleven knots clean off the reel; a thing I had often heard talked of, but always doubted until I saw the Cleopatra do it the other day; since which, we have had a very heavy gale of wind, in fact, the heaviest I have ever seen on the coast of England, during the whole of which time she called forth the admiration of all hands, she was so easy, dry, and well behaved;

even those who were not inclined to give her all the credit she really deserved, were obliged to express their approbation of her splendid behaviour during the whole gale ; in confirmation of which, she did not strain a single rope, or a bit of her rigging chafe ; the harder it blows, the easier she appears to be, compared with other ships I have been in.

"I am most sincerely obliged to you for getting me with Captain ———. During the short time I have had the happiness of sailing with him, we have been placed in several very difficult situations, and believe me when I assure you that his cool, determined, officer and seaman-like conduct has endeared him to all on board the Cleopatra."

---

## H.M.S. D I D O.

---

*From the CAPTAIN OF THE DIDO.*

" H.M.S. Dido, Malta,

" March 31st, 1837.

"We arrived here a few days since, after a rapid passage to Gibraltar, from thence we proceeded along the south coast of Spain from Malaga to Barcelona; while at Malaga, we encountered at anchor in the outer roads at that place, a *Levanter*, quite as furious as the one which caused H.M.S. *Tyne* to break her bottom nearly out, and the *Orestes* to cut away her masts in the mole. I arrived there one fine morning, and had to supply H.M.S. *Harlequin* with provisions in the mole, and as the Governor of the Town was to dine that day with her captain, I was induced to stop to meet him, but the sea got up so suddenly, that I left before the cloth was removed, and was nearly swamped going over the bar, but succeeded in getting on board. When I got on board it was suggested by one of the officers that we should go to the mole, as the ship would not weather the shoals; my reply was, that I would ride out the gale where the ship was, as long as the cable would hold, and then I would try to beat out under storm sails and reefed courses, with topmasts struck, and instantly ordered the topmasts down, jib boom in, storm sails bent and sheets aft, courses reefed, let go a second anchor, and veered 170 fathoms of chain cable. For two days she rode over a sea the most frightful I have ever witnessed at anchor, but the *Dido* is a most perfect roadster, or she could not have lived through such a sea. I would have tried her at once under canvas to beat out, if I could have depended on the crew, but they were all young hands, and had not yet settled in their places. The

last of S.E. gale is always the worst, and the last two hours of the gale I was repeatedly applied to, to run for the mole to save our lives. The agony I suffered in refusing I cannot describe. I have now the satisfaction of knowing that I was right, as two coasting schooners went all to boards by striking on the bar at the entrance of the mole. The Pembroke, 74, drove from her anchors at Gibraltar during the same gale, struck the rocks and knocked part of her false keel off, and has sailed for England to be docked.

---

## H.M.S. PANDORA.

---

*From the COMMANDER OF THE PANDORA.*

"We arrived here a week since, 26 days from Halifax, having had to contend against a N.E. wind 15 days. My outward passage of the same number, pleased all the people there, and as it was Pandora's first appearance, she was visited by all classes, and gained the admiration of all. I have now tried her on all points and in all weathers, and I repeat my thorough conviction that she is the safest vessel I ever sailed in; although in coming home, on the outer edge of the Gulf Stream, we encountered a very heavy gale from the westward, running before it 10 or 11 knots, under double-reefed topsails and foresail, with a cross sea running in very heavy broken rollers; of course the dead lights, and all necessary precaution had been used. At 3 o'clock I went down to dinner, quite satisfied that with common attention, we were doing well. In a few minutes after, I should think, from having allowed her to broach to, a heavy roller broke in our starboard quarter, and washed away the binnacle, stove the dingy in on deck, repairing, into small pieces, and two or three hammock's stantions damaged, the officer of the watch, and the man at the helm, received severe contusions, and one man had an arm broken; not a drop of water went below, and before I could get on deck, it had all disappeared, being only ankle deep; this did not deter us from still running, and I afterwards proved that this accident must have been from neglect. The gale certainly was not one of a common description. A very large ship we passed appeared to be suffering, and one we passed the day before was dismasted.

"Colonel Brough, of the Artillery, the only passenger on board, has written back to Halifax, much in praise of Pandora. This gale has now proved to me her excellent qualities on all points, and her sailing astonishes me the more I see it; in coming in here we worked from the Lands' End, round the Lizard, to Falmouth in, 14 hours, against a very strong wind and sea, when no other vessel could get round. A Swedish frigate and a round stern 20-gun French brig, we left out of sight in six hours, on our passage."







